APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99 CBL04

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: CITY OF SPRINGDALE CODE# 061-75104

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 17 / 99

CONTACT: WAYNE F. SHULER, P.E., P.S. PHONE # (513) 791 - 1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1936 E-MAIL Wshuler@cds-assoc.com

PROJECT NAME: E. KEMPER ROAD IMPROVEMENTS

SUBDIVISION TYPE
(Check Only 1)
__1. County
x 2. City
__3. Township
__4. Village
__5. Water/Sanitary District (Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
x 1. Grant $608,605.00
__ 2. Loan $_____
__ 3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
x 1. Road
__2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST:$ 1,521,514.00 FUNDING REQUESTED:$ 608,605.00

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$ 608,605.00 LOAN ASSISTANCE:$_____

SCIP LOAN: $_____ RATE:_____% TERM: _____yrs.

RLP LOAN: $_____ RATE:_____% TERM: _____yrs.

(Check Only 1)
___State Capital Improvement Program ___Small Government Program
X Local Transportation Improvements Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/C_____
Local Participation_____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____years
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ RLP Loan_____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$ .00	
Preliminary Design	$. 00		
Final Design	$. 00		
Bidding	$. 00		
Construction Phase	$. 00		
Additional Engineering Services *Identify services and costs below.		$ .00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$ .00	
c.) Construction Costs:		$ 1,521,514.00	
d.) Equipment Purchased Directly:		$ .00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$ .00	
f.) Construction Contingencies:		$ .00	
g.) TOTAL ESTIMATED COSTS:		$ 1,521,514.00	

*List Additional Engineering Services here:

Service: Cost:

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 760,757.00	50%
c.)	Other Public Revenues	$ .00	
	ODOT	$ .00	
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER MRF (2000)	$ 152,151.00	10%
	SUBTOTAL LOCAL RESOURCES:	$ 912,908.00	60%
d.)	OPWC Funds		
	1. Grant	$ 608,606.00	40%
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 608,606.00	40%
e.)	TOTAL FINANCIAL RESOURCES:	$ 1,521,514.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# _____ Sale Date: _____

STATUS: (Check one)

Traditional _____

Local Planning Agency (LPA) _____

State Infrastructure Bank _____

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: E. KEMPER ROAD IMPROVEMENTS

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

City of Springdale, northern Hamilton County; Kemper Road from Lawnview Avenue to Tri-County Parkway.

PROJECT ZIP CODE: 45246

B: PROJECT COMPONENTS:

East Kemper Road Widening – west of S.R. 747; 11' widening on the south to provide a third eastbound thru lane while maintaining the eastbound right turn lane, 10' ± widening on the north to provide better alignment thru the intersection.

East of S.R. 747; 11' ± widening on the south to provide a third eastbound thru lane between S.R. 747 and Tri-County Parkway, 11' ± widening on the north to provide a second westbound left turn lane in order to provide a double westbound left turn movement.

Kemper Road Resurfacing – from Lawnview Avenue to the west limits of the widening project, the existing pavement will be planed for a width of 6' on each edge. With full depth pavement repair, a wedge course to fill ruts, and a 1-1/4" asphalt overlay.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

Pavement width varies from 44' to 88' B/C to B/C, with concrete curb and sidewalks. Kemper Road has an asphalt surface with aggregate base (except for a concrete base from S.R. 747 to approximately 500' to the west). In the area of resurfacing the roadway consists of two lanes in each direction with a center left turn lane, the west leg of the intersection at S.R. 747 has two westbound lanes, two eastbound left turn lanes, two eastbound thru lanes, and a eastbound right only lane. The east leg of the intersection has two westbound right turn only lanes, two westbound thru lanes, one westbound lane, and two eastbound thru lanes.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

(See attached Level of Service Summary Sheet).

Road or Bridge: Current ADT 33,383 Year: 1997 Projected ADT: 44,860 Year: 2007
(estimated 3% annual growth)

Water/Wastewater: **Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $_____**
Stormwater: **Number of households served: _____**

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 137,475.00
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 1,384,039.00

4.0 PROJECT SCHEDULE: *

		BEGIN DATE COMPLETED	END DATE COMPLETED
4.1	Engineering/Design:	05 / 30 / 00	07 / 05 / 00
4.2	Bid Advertisement and Award:	07 / 24 / 00	07 / 27 / 01
4.3	Construction:	05 / 10 / 99	02 / 11 / 00
4.4	Right-of-Way/Land Acquisition:		

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

OFFICER	Cecil Osborn
TITLE	City Administrator
STREET	City of Springdale
	11700 Springfield Pike
CITY/ZIP	City of Springdale, Ohio 45246
PHONE	(513) 346-5700
FAX	(513) 671-2434
E-MAIL	cwosborn@springdale.org

5.2 CHIEF FINANCIAL OFFICER

OFFICER	Mr. Edward Knox
TITLE	Finance Director
STREET	City of Springdale
	11700 Springfield Pike
CITY/ZIP	City of Springdale, Ohio 45246
PHONE	(513) 346-5700
FAX	(513) 671-2434
E-MAIL	eknox@springdale.org

5.3 PROJECT MANAGER

PROJECT MANAGER	Mr. Wayne F. Shuler, P.E., P.S.
TITLE	City Engineer
STREET	CDS Associates, Inc.
	11120 Kenwood Road
CITY/ZIP	Cincinnati, Ohio 45242
PHONE	(513) 791-1700
FAX	(513) 791-1936
E-MAIL	Wshuler@cds-assoc.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.

[x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your local District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Cecil Osborn, City Administrator

Certifying Representative (Type or Print Name and Title)

9-22-99

Signature/Date Signed

CDS Associates, Inc.

Project: E. Kemper Rd. Improvements @ SR 747

Date: 17-Sep-99
Project #: 99001-24

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
		REMOVALS				
1	202	CLEARING AND GRUBBING	1	LS	$20,000.00	$20,000.00
2	202	CATCH BASIN OR INLET REMOVED	5	EA	$300.00	$1,500.00
3	202	CATCH BASIN REMOVED - SALVAGE FRAME AND GRATE	10	EA	$400.00	$4,000.00
4	202	CONCRETE PAVEMENT REMOVED	327	SY	$8.00	$2,616.00
5	202	CONCRETE SIDEWALK REMOVED	9834	SF	$0.80	$7,867.20
6	202	CURB AND GUTTER REMOVED	2939	LF	$3.30	$9,698.70
7	202	CURB REMOVED	694	LF	$2.40	$1,665.60
8	202	TRENCH DRAIN REMOVED	202	LF	$2.50	$505.00
9	202	POST REMOVED (ANY TYPE)	3	EA	$50.00	$150.00
10	202	CONDUIT REMOVED - 24" AND UNDER	142	LF	$10.50	$1,491.00
11	202	CONCRETE MEDIAN REMOVED	2150	SF	$2.50	$5,375.00
12	202	BOLLARDS REMOVED	4	EA	$115.00	$460.00
13	202	REMOVE AND SALVAGE EX. TRAFFIC SIGN AND POST, SPECIAL PROVISION #001	16	EA	$100.00	$1,600.00

CDS Associates, Inc.

Project: E. Kemper Rd. Improvements @ SR 747

Date: 17-Sep-99
Project #: 99001-24

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
14	202	PLUG AND ABANDON EXISTING CONDUIT - SPECIAL PROVISION #002	2	EA	$100.00	$200.00
15	202	KEYSTONE WALL REMOVED	38	LF	$5.00	$190.00
		REMOVALS SUBTOTAL				**$57,318.50**
		ROADWAY				
16	203	EMBANKMENT	633	CY	$12.00	$7,596.00
17	203	EXCAVATION NOT INCLUDING EMBANKMENT	4510	CY	$15.00	$67,650.00
18	203	SUBGRADE COMPACTION	5516	SY	$0.90	$4,964.40
19	254	PAVEMENT PLANING "VARIABLE DEPTH"	10281	SY	$2.50	$25,702.50
20	301	BITUMINOUS AGGREGATE BASE (DRIVEWAY AND PARKING) 6" THICKNESS	70	CY	$90.00	$6,300.00
21	301	BITUMINOUS AGGREGATE BASE (ROADWAY) 10" THICKNESS	1025	CY	$60.00	$61,500.00
22	301	BITUMINOUS AGGREGATE BASE (ROADWAY) VARIABLE THICKNESS	1206	CY	$70.00	$84,420.00
23	403	ASPHALTIC CONCRETE LEVELING COURSE (ROADWAY)	712	CY	$90.00	$64,080.00

CDS Associates, Inc.

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Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
24	404	ASPHALT CONCRETE SURFACE COURSE (ROADWAY) 1 1/4" THICKNESS	1185	CY	$85.00	$100,725.00
25	404	ASPHALT CONCRETE SURFACE COURSE (DRIVEWAYS) 1 1/4" THICKNESS	22	CY	$130.00	$2,860.00
26	407	TACK COAT @ 0.10 GAL /SY (ROADWAY)	3052	GAL	$0.85	$2,594.20
27	452	CONCRETE APRON AS PER PLAN	596	SY	$50.00	$29,800.00
28	606	GUARDRAIL, TYPE 5	360	LF	$12.00	$4,320.00
29	606	ANCHOR ASSEMBLY, TYPE T	2	EA	$1,000.00	$2,000.00
30	SPEC.	HANDRAIL	300	LF	$5.00	$1,500.00
31	608	CONCRETE WALK (5" THICK)	10166	SF	$3.00	$30,498.00
32	608	CURB RAMP TYPE 1	3	EA	$200.00	$600.00
33	608	CURB RAMP TYPE 2	5	EA	$150.00	$750.00
34	609	COMBINATION CURB AND GUTTER, TYPE 2	2913	LF	$15.00	$43,695.00
35	609	PINNED ON EXTRUDED CURB	33	LF	$8.00	$264.00
36	609	CURB, TYPE 6	1056	LF	$11.00	$11,616.00

CDS Associates, Inc.

Project: E. Kemper Rd. Improvements @ SR 747

Date: 17-Sep-99
Project #: 99001-24

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
37	612	CONCRETE MEDIAN	194	SY	$50.00	$9,700.00
38	SPL	PAVEMENT JOINT REINFORCING FABRIC, AS PER PLAN SPECIAL PROVISION #003	3706	LF	$6.00	$22,236.00
39	*203	PROOF ROLLING	10	HR	$131.00	$1,310.00
40	*253	PAVEMENT REPAIR, AS PER PLAN	400	SY	$48.00	$19,200.00
41	*304	GRANULAR MATERIAL FOR SUBGRADE REPAIR	200	CY	$35.00	$7,000.00
		ROADWAY SUBTOTAL				**$612,881.10**
		DRAINAGE / SANITARY				
42	604	10" CONDUIT, TYPE B, 707.42	148	LF	$16.00	$2,368.00
43	604	12" CONDUIT, TYPE B, 706.02	416	LF	$40.00	$16,640.00
44	604	15" CONDUIT, TYPE B, 706.02	37	LF	$45.00	$1,665.00
45	604	CATCH BASIN STANDARD NO. 3 - REUSE EXISTING FRAME AND GRATE	9	EA	$1,500.00	$13,500.00
46	604	CATCH BASIN STANDARD NO. 3A - REUSE EXISTING FRAME AND GRATE	5	EA	$1,200.00	$6,000.00
47	604	CATCH BASIN STANDARD 2-2-B	4	EA	$875.00	$3,500.00

CDS Associates, Inc.

Project: E. Kemper Rd. Improvements @ SR 747

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Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
48	604	MANHOLE STANDARD MH-3	5	EA	$2,000.00	$10,000.00
49	604	STORM MANHOLE ADJUSTED TO GRADE W/ SHIM RING. LABOR + MATERIAL	6	EA	$350.00	$2,100.00
50	604	STORM MANHOLE ADJUSTED TO GRADE W/ BRICK AND MORTAT PRECAST CONC. RINGS, LBR+MTRL	5	EA	$450.00	$2,250.00
51	604	MEDIAN INLET STANDARD NO. I-2-6	3	EA	$2,500.00	$7,500.00
52	604	MEDIAN INLET STANDARD NO. I-2-10	2	EA	$3,000.00	$6,000.00
53	604	MEDIAN INLET STANDARD NO. I-2-12	1	EA	$3,200.00	$3,200.00
54	604	TRENCH DRAIN	249	LF	$102.00	$25,398.00
55	604	CONCRETE COLLAR STORM CONNECTION	2	EA	$4,000.00	$8,000.00
56	604	PIPE CONNECTION AS PER PLAN	10	EA	$150.00	$1,500.00
57	604	SPECIAL STORM STRUCTURE, AS PER PLAN	2	EA	$3,000.00	$6,000.00
58	604	ADJUST EXISTING SANITARY MANHOLE W/ SHIM RINGS, LABOR & MATERIAL	3	EA	$350.00	$1,050.00
59	604	ADJUST EXISTING SANITARY MANHOLE W/ BRICK & MORTAR	2	EA	$450.00	$900.00

CDS Associates, Inc.

Project: E. Kemper Rd. Improvements @ SR 747

Date: 17-Sep-99
Project #: 99001-24

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
		DRAINAGE / SANITARY SUBTOTAL				**$117,571.00**
		ROADSIDE / EROSION CONTROL				
60	207	FILTER FABRIC FENCE	500	LF	$1.50	$750.00
61	207	STRAW OR HAY BALES	144	EA	$4.80	$691.20
62	653	TOPSOIL FURNISHED AND PLACED	380	CY	$20.00	$7,600.00
63	659	COMMERCIAL FERTILIZER	2	TON	$305.00	$610.00
64	659	SEEDING AND MULCHING	3424	SY	$0.75	$2,568.00
65	659	SEEDING & MULCHING @ PIER WALL	600	SY	$2.25	$1,350.00
66	659	WATER	7	MGAL	$14.20	$105.08
67	659	REPAIR SEEDING AND MULCHING	171	SY	$0.25	$42.75
		ROADSIDE / EROSION CONTROL SUBTOTAL				**$13,717.03**
		MISCELLANEOUS				
68	616	CALCIUM CHLORIDE	4	TON	$185.00	$740.00
69	616	WATER	50	MGAL	$14.20	$710.00

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Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
70	616	FIELD OFFICE, TYPE A	1	EA	$8,000.00	$8,000.00
71	623	CONSTRUCTION LAYOUT STAKES	1	LS	$35,000.00	$35,000.00
72	616	MOBILIZATION	1	LS	$15,000.00	$15,000.00
		MISCELLANEOUS SUBTOTAL				**$59,450.00**
		MAINTENANCE OF TRAFFIC				
73	301	BITUMINOUS AGGREGATE BASE (4") , TEMPORARY DRIVE	1217	SY	$50.00	$60,850.00
74	401	TRAFFIC COMPACTED SURFACE, TYPE B	203	CY	$27.25	$5,531.75
75	614	MAINTAINING TRAFFIC	1	LS	$50,000.00	$50,000.00
		MAINTENANCE OF TRAFFIC SUBTOTAL				**$116,381.75**
		TRAFFIC SIGNAL: TRI-COUNTY PARKWAY				
76	625	CONDUIT, 2", 713.07	24	LF	$4.75	$114.00
77	625	CONDUIT, 3", 713.07	5	LF	$5.80	$29.00
78	625	CONDUIT, 4", 713.04	213	LF	$15.00	$3,195.00
79	625	CONDUIT, CLEANED AND CABLES REMOVED	28	LF	$1.80	$50.40

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Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
80	625	TRENCH, AS PER PLAN	24	LF	$7.75	$186.00
81	625	TRENCH IN PAVED AREA. AS PER PLAN	215	LF	$36.00	$7,740.00
82	625	PULL BOX 18", 713.08	2	EA	$500.00	$1,000.00
83	625	GROUND ROD	2	EA	$136.00	$272.00
84	630	REMOVAL OF OVERHEAD SIGN AND RE-ERECTION, AS PER PLAN	3	EA	$20.00	$60.00
85	632	VEH. SIGNAL HEAD, 5 SEC, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	2	EA	$770.00	$1,540.00
86	632	SIGNAL CABLE. 5 CONDUCTOR, NO 14 AWG	720	LF	$1.50	$1,080.00
87	632	SIGNAL CABLE. 7 CONDUCTOR, NO 14 AWG	1,600	LF	$1.70	$2,720.00
88	632	LOOP DETECTOR LEAD-IN CABLE	870	LF	$1.30	$1,131.00
89	632	SIGNAL SUPPORT, TYPE TC 81.20, DESIGN 11, AS PER PLAN	1	EA	$5,000.00	$5,000.00
90	632	REUSE OF VEHIC. SIGN HEAD, AS PER PLAN	4	EA	$255.00	$1,020.00
91	632	REUSE OF LOOP DETECTOR UNIT	8	EA	$100.00	$800.00
92	632	REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM: STRAIN POLE AND FOUNDATION	1	EA	$650.00	$650.00

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Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
93	632	REMOVAL OF MISCELLANEOUS TRAFFIC SIGNAL ITEM AND STORAGE: VEHICULAR SIGNAL HEAD	2	EA	$200.00	$400.00
94	633	CONTROLLER, ACTUATED 8 PHASE, SOLID STATE DIGITAL MICROPROCESSOR	1	EA	$10,500.00	$10,500.00
		TRAFFIC SIGNAL: TRI-COUNTY PARKWAY SUBTOTAL				**$37,487.40**
		TRAFFIC SIGNAL: KEMPER ROAD				
95	625	CONDUIT 1" 713.04	16	LF	$4.80	$76.80
96	625	CONDUIT 2" 713.07	15	LF	$4.75	$71.25
97	625	CONDUIT 3" 713.07	1,218	LF	$5.80	$7,064.40
98	625	CONDUIT, JACKED OR DRILLED UNDER PAVEMENT, 4" 713.07	272	LF	$28.00	$7,616.00
99	625	TRENCH, AS PER PLAN	286	LF	$7.75	$2,216.50
100	625	TRENCH IN PAVED AREA. AS PER PLAN	490	LF	$36.00	$17,640.00
101	625	PULL BOX 18", 713.08	10	EA	$500.00	$5,000.00
102	625	PULL BOX 24", 713.08	1	EA	$650.00	$650.00

CDS Associates, Inc.

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Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
103	625	GROUND ROD	7	EA	$136.00	$952.00
104	630	GROUND MOUNTED SUPPORT, #3 POST	26	LF	$6.00	$156.00
105	630	SIGN HANGER ASSEMBLY, SPAN WIRE	8	EA	$200.00	$1,600.00
106	630	SIGN FLAT SHEET, TYPE G	48.6	SF	$20.00	$972.00
107	632	VEH. SIGNAL HEAD, 3 SEC, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	13	EA	$400.00	$5,200.00
108	632	VEH. SIGNAL HEAD, 5 SEC, 12" LENS, 1-WAY, POLYCARBONATE, AS PER PLAN	3	EA	$770.00	$2,310.00
109	632	PEDESTRIAN SIGNAL HEAD, TYPE A2	6	EA	$450.00	$2,700.00
110	632	COVERING OF VEHICULAR SIGNAL HEAD	16	EA	$25.00	$400.00
111	632	COVERING OF PEDESTRIAN SIGNAL HEAD	6	EA	$25.00	$150.00
112	632	PEDESTRIAN PUSH BUTTON, AS PER PLAN	6	EA	$175.00	$1,050.00
113	632	DETECTOR LOOP	23	EA	$900.00	$20,700.00
114	632	LOOP DETECTOR UNIT, AS PER PLAN	1	EA	$175.00	$175.00
115	632	SIGNALIZATION MISC.:ANTI-COINCIDENCE LOGIC	2	EA	$250.00	$500.00

CDS Associates, Inc.

Project: E. Kemper Rd. Improvements @ SR 747

Date: 17-Sep-99
Project #: 99001-24

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
116	632	SIGNALIZATION MISC.: RACK-MOUNTED LOOP DETECTOR UNIT	11	EA	$300.00	$3,300.00
117	632	MESSENGER WIRE, 7 STRAND, 3/8" DIAMETER WITH ACCESSORIES	600	LF	$5.20	$3,120.00
118	632	SIGNAL CABLE. 5 CONDUCTOR, NO 14 AWG	1,900	LF	$1.50	$2,850.00
119	632	SIGNAL CABLE. 7 CONDUCTOR, NO 14 AWG	1,720	LF	$1.70	$2,924.00
120	632	STRAIN POLE FOUNDATION	3	EA	$1,800.00	$5,400.00
121	632	PEDESTAL FOUNDATION	2	EA	$875.00	$1,750.00
122	632	LOOP DETECTOR LEAD-IN CABLE	7,519	LF	$1.30	$9,774.70
123	632	POWER CABLE, 2 CONDUCTOR, NO 6 AWG	110	LF	$2.70	$297.00
124	632	POWER SERVICE, AS PER PLAN	2	EA	$1,760.00	$3,520.00
125	632	INTERCONNECT CABLE, INTEGRAL MESSENGER WIRE TYPE, 6.PAIR, NO. 19 AWG	950	LF	$2.50	$2,375.00
126	632	INTERCONNECT MISC: SPLICE BOX	2	EA	$255.00	$510.00
127	632	STRAIN POLE, TC-81.10, DESIGN 12	3	EA	$5,000.00	$15,000.00
128	632	PEDESTAL, 10' TRANSFORMER BASE	2	EA	$460.00	$920.00

CDS Associates, Inc.

Project: E. Kemper Rd. Improvements @ SR 747

Date: 17-Sep-99
Project #: 99001-24

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
129	632	REMOVAL OF TRAFFIC SIGNAL INSTALLATION, AS PER PLAN	1	EA	$1,875.00	$1,875.00
130	632	REUSE OF TRAFFIC CONTROL ITEM: VIDEO CAMERA W/ENCLOSURE	1	EA	$2,000.00	$2,000.00
131	632	REUSE OF TRAFFIC CONTROL ITEMS: CONTROLLER AND CABINET	1	EA	$1,000.00	$1,000.00
132	632	MODIFY EXISTING CONTROLLER	1	EA	$800.00	$800.00
133	633	CONTROLLER, ACTUATED 8 PHASE, SOLID STATE DIGITAL MICROPROCESSOR	1	EA	$10,500.00	$10,500.00
134	633	CONCRETE FOR CABINET FOUNDATION	1.85	CY	$675.00	$1,248.75
135	633	CONTROLLER WORK PAD	18.83	SF	$20.00	$376.60
		TRAFFIC SIGNAL, KEMPER ROAD SUBTOTAL				**$146,741.00**
		PAVEMENT MARKINGS & SIGNAGE				
136	642	4" WHITE EDGE LINE, TYPE 1	1.40	MILE	$164.77	$230.68
137	642	4" YELLOW EDGE LINE, TYPE 1	0.29	MILE	$164.77	$47.78
138	642	4" LANE LINE, TYPE 1	1.57	MILE	$95.25	$149.54
139	642	4" DOTTED LANE LINE	923.00	LF	$2.10	$1,938.30

CDS Associates, Inc.

Project: E. Kemper Rd. Improvements @ SR 747

Date: 17-Sep-99
Project #: 99001-24

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
140	642	4" SOLID DOUBLE YELLOW CENTER LINE, TYPE 1	0.70	MILE	$267.37	$187.16
141	642	4" DASHED AND SOLID DOUBLE YELLOW CENTER LINE	0.19	MILE	$267.37	$50.80
142	642	8" CHANNELIZING LINE, TYPE 1	5,576	LF	$0.21	$1,170.96
143	644	24" STOP BAR	614	LF	$5.00	$3,070.00
144	644	12" CROSSWALK LINE	964	LF	$2.08	$2,005.12
145	644	24" WHITE TRANSVERSE LIVE	527	LF	$4.51	$2,376.77
146	644	24" YELLOW TRANSVERSE LINE	297	LF	$4.51	$1,339.47
147	644	LANE ARROWS	68	EA	$77.85	$5,293.80
148	644	WORD ON PAVEMENT, 72"	32	EA	$98.43	$3,149.76
149	630	OVERHEAD SIGNS	1	LS	$3,000.00	$3,000.00
150	632	DESIGN 10 STRAIN POLE TC-17.10, FOR OVERHEAD SIGNAGE	2	EA	$6,100.00	$12,200.00
		PAVEMENT MARKINGS & SIGNAGE SUBTOTAL				**$36,210.14**

CDS Associates, Inc.

Project: E. Kemper Rd. Improvements @ SR 747

Date: 17-Sep-99
Project #: 99001-24

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
		RETAINING WALLS				
151	524	DRILLING FOR 30" DIAMETER PIERS - THRU ROCK	293	LF	$50.00	14,650.00
152	524	DRILLING FOR 30" DIAMETER PIERS - THRU SOIL	183	LF	$28.00	5,124.00
153		CONCERTE FOR DRILLED PIERS, IN PLACE, BELOW GROUND including reinforcing steel	476	LF	$72.00	34,272.00
154		CONCERTE FOR DRILLED PIERS, IN PLACE, ABOVE GROUND including reinforcing steel	183	LF	$77.00	14,091.00
155	511	PRECAST CONCRETE LAGGING PANELS 7.67' X 2' X 12" THICK (includes exavation granular backfill, filter fabrick, shoulder embankment, perforated drain pipe)	96	EA	$550.00	52,800.00
156	610	CELLULAR RETAINING WALLS, AS PER PLAN	2,580	SF	$25.00	64,500.00
		RETAINING WALLS SUBTOTAL				$185,437.00

CDS Associates, Inc.

Project: E. Kemper Rd. Improvements @ SR 747

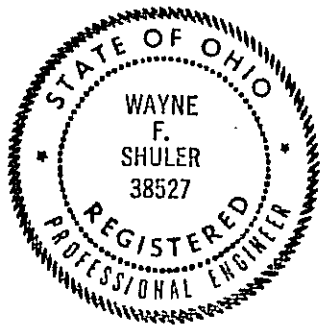
Date 17-Sep-99
Project #: 99001-24

Item No.	Spec. No.	Item	Estimated Quantity	Unit of Measure	Unit Cost Total	Item cost
		SUMMARY OF SUBTOTALS				
		REMOVALS SUBTOTAL				$57,318.50
		ROADWAY SUBTOTAL				$612,881.10
		DRAINAGE / SANITARY SUBTOTAL				$117,571.00
		ROADSIDE / EROSION CONTROL SUBTOTAL				$13,717.03
		MISCELLANEOUS SUBTOTAL				$59,450.00
		MAINTENANCE OF TRAFFIC SUBTOTAL				$116,381.75
		PAVEMENT MARKINGS & SIGNAGE				$36,210.14
		TRI-COUNTY PARKWAY SIGNAL SUBTOTAL				$37,487.40
		SR 747 SIGNAL SUBTOTAL				$146,741.00
		RETAINING WALLS				$185,437.00
		TOTAL				$1,383,194.92
					+ 10%	$138,319.49
					TOTAL	$1,521,514.42

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE KEMPER ROAD IMPROVEMENTS WILL BE 20 YEARS FOR THE ROADWAY.

OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.

Wayne F. Shuler, P.E., P.S.
City Engineer



City of Springdale

DOYLE H. WEBSTER
Mayor

CECIL W. OSBORN
City Administrator

EDWARD F. KNOX
Clerk of Council / Finance Director

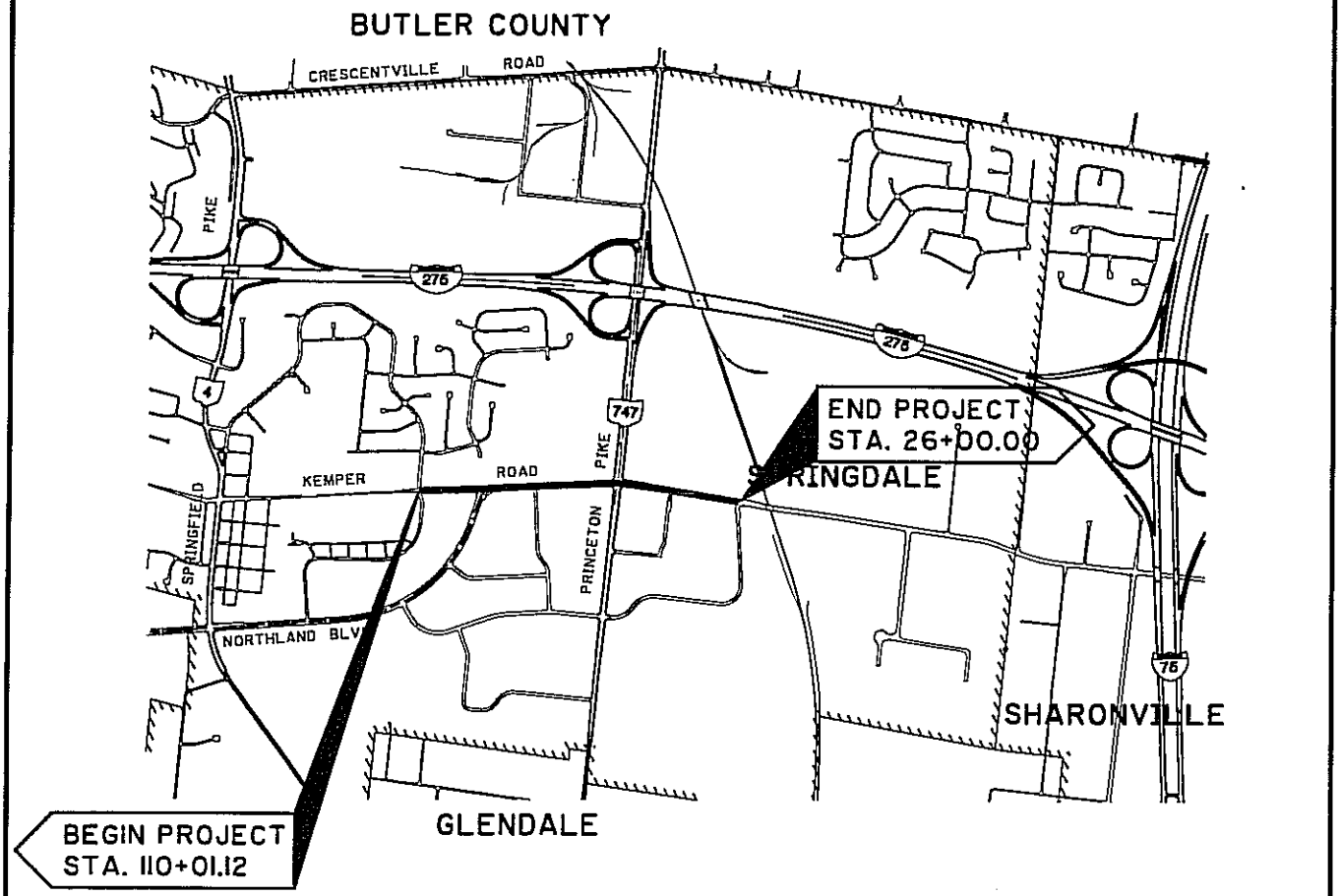
CERTIFICATION OF FUNDS

In regards to the East Kemper Road Improvements project, the City of Springdale shall contribute $760,757.00, which combined with the $152,151.00 funding application the City has made for an MRF grant, will make up the 60% local contribution (see attached copy of the 1999 Municipal Road Fund application).

I hereby certify that the $760,757.00 portion for the local share funds required for the project will be available on or before the date listed in the Project Schedule Section.

Rhonda E Burton

Rhonda Burton, Finance Officer
For Edward Knox, Finance Director



VICINITY MAP

LATITUDE: 84° 27' 57" LONGITUDE: 39° 18' 10"

SCALE IN MILES

0 1 2 3 4

N

PORTION TO BE IMPROVED

STATE AND FEDERAL ROUTES

OTHER ROADS

RESOLUTION NO. R 21 - 1999

AUTHORIZING THE CITY ADMINISTRATOR TO FILE AN APPLICATION WITH THE OHIO PUBLIC WORKS COMMISSION FOR LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP) FUNDS AND AUTHORIZING THE MAYOR AND CLERK OF COUNCIL/FINANCE DIRECTOR TO EXECUTE ALL CONTRACTS AND OTHER DOCUMENTS

WHEREAS, street and road repairs are a priority for the City of Springdale; and

WHEREAS, the Ohio Revised Code has allowed for the issuance of Local Transportation Improvement Program (LTIP) funds for 2000; and

WHEREAS, the City of Springdale will apply for funding under LTIP as part of the District 2 (Hamilton County) allocation for infrastructure repairs and improvements.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Springdale, Ohio, six members elected thereto concurring:

Section 1. That the Council of the City of Springdale does hereby endorse and support the application for LTIP funds for infrastructure repairs and improvements as follows:

1. East Kemper Road Improvement Project.

Section 2. That the City Administrator is hereby authorized and directed to file application for Ohio Public Works funding under LTIP for 2000.

RESULTING EMPLOYMENT OPPORTUNITIES

A. **Temporary Employment:** It is anticipated that 25 to 35 temporary construction jobs will be created as a result of this project.

B. **Full-time Employment:** See attached sheet "Economic Growth"

ECONOMIC GROWTH

This project for which this application is being submitted is the first phase of a multi-million dollar plan to improve Kemper Road from the vicinity of McGillard Streets on the west to Chesterdale Road on the east. This first phase will run east from McGillard Street to Tri-County Parkway and will involve the key intersection with S.R. 747.

There are presently 3.2 million square feet of retail space and 2.1 million square feet of Class 'A' office space within a one-mile radius of the S.R. 747 / Kemper Road intersection. When industrial employment is added in, there are over 60,000 people employed within that one-mile radius.

Even though this critical intersection is already overburdened by existing commerce, we are seeing a great deal of interest in major development along Kemper Road, just east of the S.R. 747 intersection. Last month, a new 125,000 SF Target Store opened at 900 E. Kemper Road, employing 180 people. Other major projects planned for this corridor include:

1. A 155,000 SF Costco Wholesale Store at 1100 E. Kemper Road that will employ an additional 250 people,

2. A 152,000 SF Lowe's Home Improvement Center at 505 E. Kemper Road that will employ an additional 200 people, and

3. A new 91,000 SF Class 'A' office building on Century Boulevard that will accommodate approximately 350 new jobs.

Collectively, these proposed businesses make the E. Kemper Road corridor one of the hottest spots for economic growth in Hamilton County. The Target Store and the proposed development mentioned above were, to a great extent, attracted to this corridor because of our announced plans to make roadway improvements which would increase the corridor's capacity. These improvements were outlined in the E. Kemper Road Corridor and Access Management Study, which was prepared in 1997. Consequently, the proposed highway improvements are critical to the acquisition and retention of these businesses representing over 980 new jobs.

PROJECT APPLICATION - MUNICIPAL ROAD FUND

INSTRUCTIONS: **Use one form for each project.**
Assign priority to projects.
The application cost estimate shall be prepared: By the Municipality's Engineer or a Registered Engineer of the Municipality's choosing.
Submit before August 6.

(1) Municipality: City of Springdale

(2) Road Name: East and West Kemper Road

(3) Project Limits: Lawnview Avenue to Tri-County Parkway

(4) Project Priority: (1)

(5) Present Roadway Data:

(a) Pav't. Width: Varies 44' - 88' (b) R/W Width: Varies 80' – 135' (c) Curb Type: Type 2 Curb & Gutter

(d) Type Surface: Asphalt (e) Type Base: Bituminous (f) Shldr. Type: n/a

(g) Shldr. Width: n/a (h) Year Last Resurfaced: E. Kemper 6/97 – W. Kemper 1971

(6) Present Condition of Project Area: List Deficiencies and reasons for improvement.

East Kemper, including the intersections of S.R. 747 and Tri-County Parkway (Sears entrance) with its current geometrics and traffic, experiences unacceptable levels of service for the weekend peak traffic period. Projecting for currently planned development and future possible development along the Kemper corridor, both of the above noted intersections fail for all week day and weekend peak traffic periods (see attached chart).

West Kemper Road (beyond limits of the widening) has not been resurfaced with an asphalt overlay since the original widening in 1971. A "Micro-System" type emulsified overlay took place in 1993, with significant crack repair in 1996. A major watermain replacement project has been completed during the summer of 1999, which has placed a new watermain within the pavement from S.R. 747 to S.R. 4. This major utility pavement repair combined with the general deterioration of the pavement is causing a rough ride and the deterioration of the pavement is excellerating.

(7) Project Description or Statement of Work to be Done: Include Width and Type of New Pavement and Other Project Particulars.

East Kemper Road Widening – west of S.R. 747; 11' widening on the south to provide a third eastbound thru lane while maintaining the eastbound right turn lane, 10' ± widening on the north to provide better alignment thru the intersection.

East of S.R. 747; 11' ± widening on the south to provide a third eastbound thru lane between S.R. 747 and Tri-County Parkway, 11' ± widening on the north to provide a second westbound left turn lane in order to provide a double westbound left turn movement.

Kemper Road Resurfacing – from Lawnview Avenue to the west limits of the widening project, the existing pavement will be planed for a width of 6' on each edge. With full depth pavement repair, a wedge course to fill ruts, and a 1-1/4" asphalt overlay.

(8) Traffic Data: (a) Present Volume 33,383 VPD (b) Date of Count May 3, 1997

(9) Cost Estimate:

When engineering plans are necessary, list the following costs:

(a) Preparation of preliminary plans & estimates, etc.	$ Completed
(b) Preparation of final plans & estimates, etc.	$ Completed
Construction Cost Estimate	$ 1,521,514.00
Other Costs (specify)	$ n/a
Total Project Cost for which application to MRF is made	$ 152,151.00 [1]

(10) Estimated date construction can be started after approval: April 2000 [2]

(11) Estimated date construction can be started if not funded 100% from Municipal Road Fund: Unknown

(12) Cost Estimate Prepared By: Wayne F. Shuler, P.E., P.S. Date: 07/23/99

(13) Application Prepared By: CDS Associates, Inc. Date: 07/23/99

[1] **Application for MRF construction dollars (10% of construction cost estimate) is being combined with local money to make up a 60% match for a Program Year 2000 OPWC funding application.**

[2] **With requested OPWC funding, the earliest the construction could start would be July 1, 2000.**

FORM MRF-1
REV. 6/74

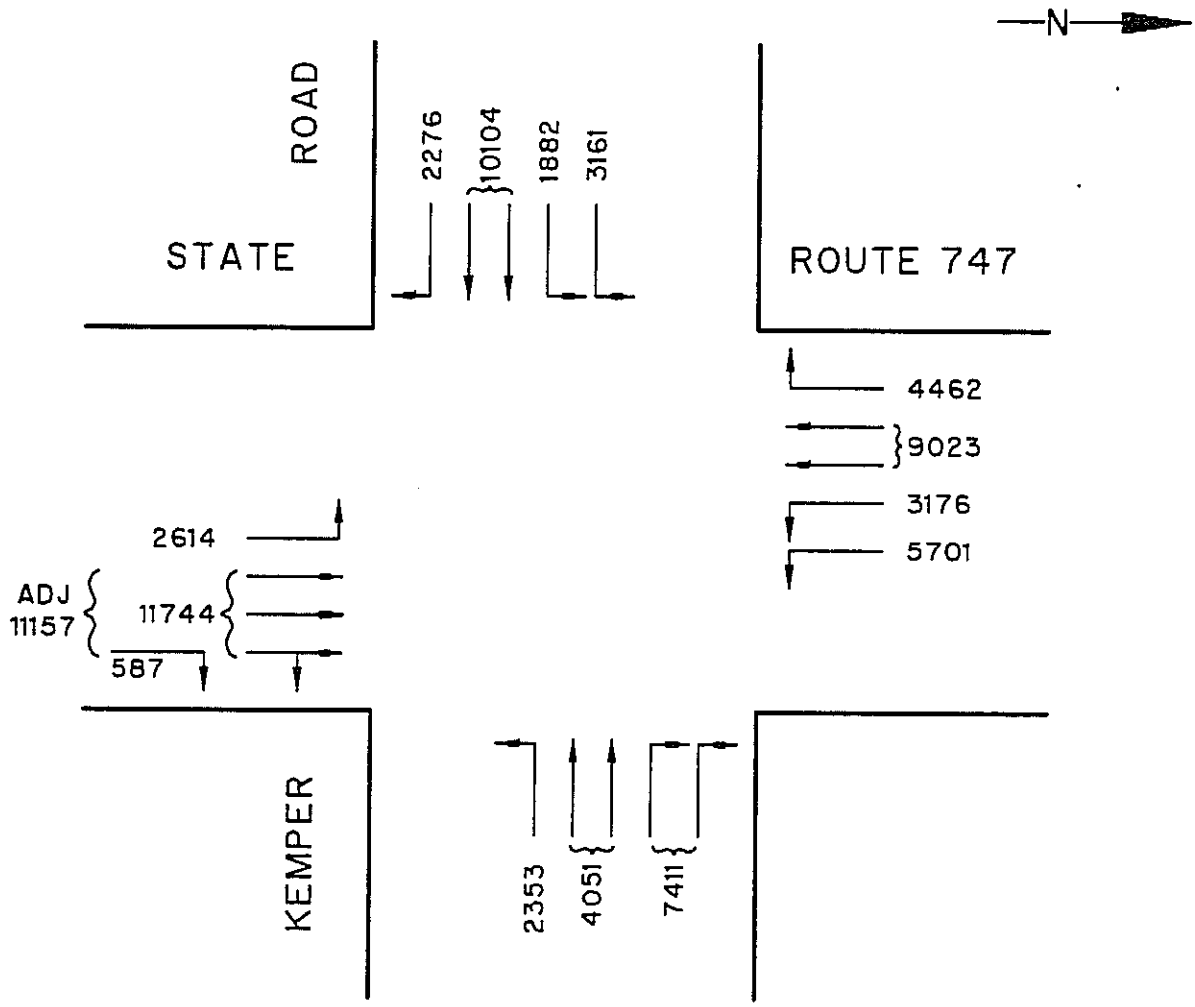
TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by a count recorded by the Closed Loop Signal System at the location and date noted on the traffic count printout.

9/16/99

Wayne F. Shuler, P.E., P.S. DATE
City Engineer

STATE ROUTE 747 / KEMPER ROAD
ADT @ INTERSECTION



*ADT TAKEN FROM CLOSED LOOP SYSTEM ON SATURDAY 5/3/97

ADJUSTED NB RIGHT TURN LANE
5% (11744) = 587.2 = 587 RIGHT TURNS
11744 - 587 = 11157

SPRINGDALE S.R. 747 Sensor #3 NBLT Sat May 03 00:00:00 1997

00-01	VOL	OC	SP	01-02	VOL	OC	SP	02-03	VOL	OC	SP	03-04	VOL	OC	SP	04-05	VOL	OC	SP	05-06	VOL	OC	S
:00-:15	2	0	1	:00-:15	4	0	1	:00-:15	0	0	0	:00-:15	1	0	1	:00-:15	1	0	1	:00-:15	1	0	
:15-:30	3	0	1	:15-:30	3	0	1	:15-:30	0	0	0	:15-:30	0	0	0	:15-:30	0	0	0	:15-:30	1	0	
:30-:45	2	0	1	:30-:45	3	0	1	:30-:45	1	0	1	:30-:45	1	0	1	:30-:45	0	0	0	:30-:45	0	0	
:45-:00	3	0	2	:45-:00	8	1	1	:45-:00	2	0	1	:45-:00	1	0	1	:45-:00	1	0	1	:45-:00	1	0	
HR TOT:	10			HR TOT:	18			HR TOT:	3			HR TOT:	3			HR TOT:	2			HR TOT:	3		

06-07	VOL	OC	SP	07-08	VOL	OC	SP	08-09	VOL	OC	SP	09-10	VOL	OC	SP	10-11	VOL	OC	SP	11-12	VOL	OC	S
:00-:15	1	0	0	:00-:15	0	0	0	:00-:15	9	1	1	:00-:15	19	1	1	:00-:15	44	3	1	:00-:15	56	4	
:15-:30	1	0	0	:15-:30	1	0	1	:15-:30	11	1	1	:15-:30	20	2	1	:15-:30	42	3	1	:15-:30	54	4	
:30-:45	1	0	1	:30-:45	5	0	1	:30-:45	10	1	1	:30-:45	35	3	1	:30-:45	47	4	1	:30-:45	51	0	
:45-:00	2	0	1	:45-:00	3	0	1	:45-:00	6	0	1	:45-:00	35	3	1	:45-:00	57	4	1	:45-:00	54	4	
HR TOT:	5			HR TOT:	9			HR TOT:	36			HR TOT:	109			HR TOT:	190			HR TOT:	215		

12-13	VOL	OC	SP	13-14	VOL	OC	SP	14-15	VOL	OC	SP	15-16	VOL	OC	SP	16-17	VOL	OC	SP	17-18	VOL	OC	S
:00-:15	48	4	1	:00-:15	53	0	0	:00-:15	51	0	0	:00-:15	53	0	0	:00-:15	57	0	0	:00-:15	46	3	
:15-:30	57	0	0	:15-:30	61	5	1	:15-:30	58	0	0	:15-:30	63	0	0	:15-:30	50	0	0	:15-:30	48	0	
:30-:45	56	0	0	:30-:45	59	0	0	:30-:45	58	0	0	:30-:45	48	0	0	:30-:45	55	0	0	:30-:45	45	3	
:45-:00	71	0	0	:45-:00	60	0	0	:45-:00	55	0	0	:45-:00	59	0	0	:45-:00	50	4	1	:45-:00	34	3	
HR TOT:	232			HR TOT:	233			HR TOT:	222			HR TOT:	223			HR TOT:	212			HR TOT:	173		

18-19	VOL	OC	SP	19-20	VOL	OC	SP	20-21	VOL	OC	SP	21-22	VOL	OC	SP	22-23	VOL	OC	SP	23-24	VOL	OC	S
:00-:15	60	5	1	:00-:15	37	3	1	:00-:15	34	3	1	:00-:15	29	2	1	:00-:15	16	1	1	:00-:15	11	1	
:15-:30	44	3	1	:15-:30	52	4	1	:15-:30	47	0	0	:15-:30	34	3	1	:15-:30	17	1	1	:15-:30	12	1	
:30-:45	52	4	1	:30-:45	46	3	1	:30-:45	53	4	1	:30-:45	19	1	1	:30-:45	7	1	1	:30-:45	10	1	
:45-:00	45	3	1	:45-:00	41	3	1	:45-:00	22	2	1	:45-:00	15	1	1	:45-:00	7	1	1	:45-:00	6	0	
HR TOT:	201			HR TOT:	176			HR TOT:	156			HR TOT:	97			HR TOT:	47			HR TOT:	39		

24 HOUR VOLUME TOTAL FOR THIS SENSOR: 2614

SPRINGDALE S.R. 747 Sensor #4 NB/2L Sat May 03 00:00:00 1997

00-01	VOL	OC	SP	01-02	VOL	OC	SP	02-03	VOL	OC	SP	03-04	VOL	OC	SP	04-05	VOL	OC	SP	05-06	VOL	OC	S
:00-:15	30	0	0	:00-:15	29	0	0	:00-:15	22	0	0	:00-:15	3	0	0	:00-:15	7	0	0	:00-:15	3	0	
:15-:30	30	0	0	:15-:30	29	0	0	:15-:30	13	0	0	:15-:30	13	0	0	:15-:30	5	0	0	:15-:30	10	0	
:30-:45	22	0	0	:30-:45	31	0	0	:30-:45	17	0	0	:30-:45	4	0	0	:30-:45	2	0	0	:30-:45	7	0	
:45-:00	25	0	0	:45-:00	30	0	0	:45-:00	11	0	0	:45-:00	12	0	0	:45-:00	3	0	0	:45-:00	10	0	
HR TOT:	107			HR TOT:	119			HR TOT:	63			HR TOT:	32			HR TOT:	17			HR TOT:	30		

06-07	VOL	OC	SP	07-08	VOL	OC	SP	08-09	VOL	OC	SP	09-10	VOL	OC	SP	10-11	VOL	OC	SP	11-12	VOL	OC	S
:00-:15	15	0	0	:00-:15	16	0	0	:00-:15	49	0	0	:00-:15	74	0	0	:00-:15	130	0	0	:00-:15	208	0	
:15-:30	7	0	0	:15-:30	23	0	0	:15-:30	48	0	0	:15-:30	91	0	0	:15-:30	134	0	0	:15-:30	199	0	
:30-:45	4	0	0	:30-:45	30	0	0	:30-:45	54	0	0	:30-:45	116	0	0	:30-:45	177	0	0	:30-:45	197	0	
:45-:00	22	0	0	:45-:00	42	0	0	:45-:00	58	0	0	:45-:00	128	0	0	:45-:00	179	0	0	:45-:00	257	0	
HR TOT:	48			HR TOT:	111			HR TOT:	209			HR TOT:	409			HR TOT:	620			HR TOT:	861		

12-13	VOL	OC	SP	13-14	VOL	OC	SP	14-15	VOL	OC	SP	15-16	VOL	OC	SP	16-17	VOL	OC	SP	17-18	VOL	OC	S
:00-:15	233	0	0	:00-:15	235	0	0	:00-:15	250	0	0	:00-:15	258	0	0	:00-:15	230	0	0	:00-:15	217	0	
:15-:30	266	0	0	:15-:30	224	0	0	:15-:30	251	0	0	:15-:30	223	0	0	:15-:30	216	0	0	:15-:30	186	0	
:30-:45	231	0	0	:30-:45	228	0	0	:30-:45	231	0	0	:30-:45	233	0	0	:30-:45	219	0	0	:30-:45	184	0	
:45-:00	251	0	0	:45-:00	223	0	0	:45-:00	261	0	0	:45-:00	231	0	0	:45-:00	219	0	0	:45-:00	187	0	
HR TOT:	981			HR TOT:	910			HR TOT:	993			HR TOT:	945			HR TOT:	884			HR TOT:	774		

18-19	VOL	OC	SP	19-20	VOL	OC	SP	20-21	VOL	OC	SP	21-22	VOL	OC	SP	22-23	VOL	OC	SP	23-24	VOL	OC	S
:00-:15	230	0	0	:00-:15	190	0	0	:00-:15	176	0	0	:00-:15	177	0	0	:00-:15	120	0	0	:00-:15	71	0	
:15-:30	225	0	0	:15-:30	181	0	0	:15-:30	209	0	0	:15-:30	169	0	0	:15-:30	85	0	0	:15-:30	50	0	
:30-:45	207	0	0	:30-:45	220	0	0	:30-:45	195	0	0	:30-:45	126	0	0	:30-:45	95	0	0	:30-:45	72	0	
:45-:00	221	0	0	:45-:00	203	0	0	:45-:00	171	0	0	:45-:00	112	0	0	:45-:00	76	0	0	:45-:00	50	0	

HR TOT: 883 HR TOT: 794 HR TOT: 751 HR TOT: 584 HR TOT: 376 HR TOT: 243

24 HOUR VOLUME TOTAL FOR THIS SENSOR: 11744

SPRINGDALE S.R. 747 Sensor #5 WBLT Sat May 03 00:00:00 1997

00-01	VOL	OC	SP	01-02	VOL	OC	SP	02-03	VOL	OC	SP	03-04	VOL	OC	SP	04-05	VOL	OC	SP	05-06	VOL	OC	S
:00-:15	6	0	14	:00-:15	1	0	9	:00-:15	2	0	11	:00-:15	0	0	0	:00-:15	0	0	0	:00-:15	0	0	
:15-:30	6	1	10	:15-:30	3	0	11	:15-:30	2	0	13	:15-:30	0	0	0	:15-:30	0	0	0	:15-:30	0	0	
:30-:45	7	1	13	:30-:45	0	0	0	:30-:45	0	0	0	:30-:45	1	0	11	:30-:45	1	0	12	:30-:45	2	0	1
:45-:00	1	0	15	:45-:00	1	0	14	:45-:00	0	0	0	:45-:00	3	0	12	:45-:00	0	0	0	:45-:00	3	0	
HR TOT:	20			HR TOT:	5			HR TOT:	4			HR TOT:	4			HR TOT:	1			HR TOT:	2		

06-07	VOL	OC	SP	07-08	VOL	OC	SP	08-09	VOL	OC	SP	09-10	VOL	OC	SP	10-11	VOL	OC	SP	11-12	VOL	OC	S
:00-:15	2	0	15	:00-:15	4	0	10	:00-:15	2	0	6	:00-:15	14	4	4	:00-:15	14	1	10	:00-:15	42	44	
:15-:30	0	0	0	:15-:30	3	0	15	:15-:30	4	0	11	:15-:30	11	1	9	:15-:30	19	7	3	:15-:30	30	16	
:30-:45	1	0	14	:30-:45	4	0	13	:30-:45	6	2	3	:30-:45	16	8	2	:30-:45	30	16	2	:30-:45	43	23	
:45-:00	2	0	5	:45-:00	6	1	11	:45-:00	9	1	9	:45-:00	16	2	10	:45-:00	33	17	2	:45-:00	39	41	
HR TOT:	5			HR TOT:	17			HR TOT:	21			HR TOT:	57			HR TOT:	96			HR TOT:	154		

12-13	VOL	OC	SP	13-14	VOL	OC	SP	14-15	VOL	OC	SP	15-16	VOL	OC	SP	16-17	VOL	OC	SP	17-18	VOL	OC	S
:00-:15	40	42	1	:00-:15	60	63	1	:00-:15	47	25	2	:00-:15	57	60	1	:00-:15	57	30	2	:00-:15	52	55	
:15-:30	44	23	2	:15-:30	49	26	2	:15-:30	50	53	1	:15-:30	54	57	1	:15-:30	46	49	1	:15-:30	45	48	
:30-:45	50	53	1	:30-:45	53	56	1	:30-:45	54	57	1	:30-:45	62	66	1	:30-:45	52	55	1	:30-:45	48	51	
:45-:00	46	49	1	:45-:00	46	49	1	:45-:00	45	24	2	:45-:00	42	44	1	:45-:00	50	53	1	:45-:00	44	23	
HR TOT:	180			HR TOT:	208			HR TOT:	196			HR TOT:	215			HR TOT:	205			HR TOT:	189		

18-19	VOL	OC	SP	19-20	VOL	OC	SP	20-21	VOL	OC	SP	21-22	VOL	OC	SP	22-23	VOL	OC	SP	23-24	VOL	OC	S
:00-:15	33	9	4	:00-:15	51	54	1	:00-:15	52	55	1	:00-:15	47	50	1	:00-:15	18	10	2	:00-:15	13	2	
:15-:30	51	54	1	:15-:30	46	49	1	:15-:30	37	39	1	:15-:30	35	37	1	:15-:30	22	8	3	:15-:30	5	1	1
:30-:45	55	58	1	:30-:45	52	55	1	:30-:45	44	23	2	:30-:45	31	33	1	:30-:45	6	1	11	:30-:45	6	1	
:45-:00	39	21	2	:45-:00	42	44	1	:45-:00	47	50	1	:45-:00	25	9	3	:45-:00	9	1	10	:45-:00	8	1	1
HR TOT:	178			HR TOT:	191			HR TOT:	180			HR TOT:	138			HR TOT:	55			HR TOT:	32		

24 HOUR VOLUME TOTAL FOR THIS SENSOR: 2353

SPRINGDALE S.R. 747 Sensor #6 WB/2L Sat May 03 00:00:00 1997

00-01	VOL	OC	SP	01-02	VOL	OC	SP	02-03	VOL	OC	SP	03-04	VOL	OC	SP	04-05	VOL	OC	SP	05-06	VOL	OC	S
:00-:15	13	0	0	:00-:15	6	0	0	:00-:15	3	0	0	:00-:15	6	0	0	:00-:15	5	0	0	:00-:15	1	0	
:15-:30	11	0	0	:15-:30	5	0	0	:15-:30	4	0	0	:15-:30	4	0	0	:15-:30	0	0	0	:15-:30	2	0	
:30-:45	17	0	0	:30-:45	4	0	0	:30-:45	6	0	0	:30-:45	1	0	0	:30-:45	4	0	0	:30-:45	4	0	
:45-:00	4	0	0	:45-:00	5	0	0	:45-:00	3	0	0	:45-:00	2	0	0	:45-:00	3	0	0	:45-:00	4	0	
HR TOT:	45			HR TOT:	20			HR TOT:	16			HR TOT:	13			HR TOT:	12			HR TOT:	11		

06-07	VOL	OC	SP	07-08	VOL	OC	SP	08-09	VOL	OC	SP	09-10	VOL	OC	SP	10-11	VOL	OC	SP	11-12	VOL	OC	S
:00-:15	4	0	0	:00-:15	7	0	0	:00-:15	10	0	0	:00-:15	21	0	0	:00-:15	38	0	0	:00-:15	60	0	
:15-:30	3	0	0	:15-:30	9	0	0	:15-:30	15	0	0	:15-:30	25	0	0	:15-:30	53	0	0	:15-:30	57	0	
:30-:45	7	0	0	:30-:45	13	0	0	:30-:45	20	0	0	:30-:45	28	0	0	:30-:45	58	0	0	:30-:45	67	0	
:45-:00	4	0	0	:45-:00	18	0	0	:45-:00	15	0	0	:45-:00	39	0	0	:45-:00	44	0	0	:45-:00	65	0	
HR TOT:	18			HR TOT:	47			HR TOT:	60			HR TOT:	113			HR TOT:	193			HR TOT:	249		

12-13	VOL	OC	SP	13-14	VOL	OC	SP	14-15	VOL	OC	SP	15-16	VOL	OC	SP	16-17	VOL	OC	SP	17-18	VOL	OC	S
:00-:15	71	0	0	:00-:15	84	0	0	:00-:15	86	0	0	:00-:15	88	0	0	:00-:15	93	0	0	:00-:15	84	0	
:15-:30	79	0	0	:15-:30	75	0	0	:15-:30	92	0	0	:15-:30	89	0	0	:15-:30	94	0	0	:15-:30	81	0	
:30-:45	74	0	0	:30-:45	86	0	0	:30-:45	99	0	0	:30-:45	102	0	0	:30-:45	96	0	0	:30-:45	84	0	
:45-:00	86	0	0	:45-:00	98	0	0	:45-:00	87	0	0	:45-:00	92	0	0	:45-:00	77	0	0	:45-:00	84	0	
HR TOT:	310			HR TOT:	343			HR TOT:	364			HR TOT:	371			HR TOT:	360			HR TOT:	333		

18-19	VOL	OC	SP	19-20	VOL	OC	SP	20-21	VOL	OC	SP	21-22	VOL	OC	SP	22-23	VOL	OC	SP	23-24	VOL	OC	S
:00-:15	61	0	0	:00-:15	61	0	0	:00-:15	66	0	0	:00-:15	71	0	0	:00-:15	30	0	0	:00-:15	18	0	
:15-:30	74	0	0	:15-:30	68	0	0	:15-:30	68	0	0	:15-:30	51	0	0	:15-:30	27	0	0	:15-:30	13	0	
:30-:45	87	0	0	:30-:45	83	0	0	:30-:45	62	0	0	:30-:45	49	0	0	:30-:45	24	0	0	:30-:45	12	0	
:45-:00	67	0	0	:45-:00	57	0	0	:45-:00	62	0	0	:45-:00	34	0	0	:45-:00	17	0	0	:45-:00	11	0	
HR TOT:	289			HR TOT:	269			HR TOT:	258			HR TOT:	205			HR TOT:	98			HR TOT:	54		

24 HOUR VOLUME TOTAL FOR THIS SENSOR: 4051

SPRINGDALE S.R. 747 Sensor #7 WBRT Sat May 03 00:00:00 1997

00-01	VOL	OC	SP	01-02	VOL	OC	SP	02-03	VOL	OC	SP	03-04	VOL	OC	SP	04-05	VOL	OC	SP	05-06	VOL	OC	S
:00-:15	30	1	99	:00-:15	16	0	99	:00-:15	22	0	99	:00-:15	10	0	99	:00-:15	1	0	99	:00-:15	9	0	9
:15-:30	45	1	99	:15-:30	9	0	99	:15-:30	17	0	99	:15-:30	10	0	99	:15-:30	4	0	99	:15-:30	8	0	9
:30-:45	45	1	99	:30-:45	2	0	99	:30-:45	13	0	99	:30-:45	2	0	99	:30-:45	3	0	99	:30-:45	7	0	9
:45-:00	17	0	99	:45-:00	7	0	99	:45-:00	4	0	99	:45-:00	3	0	99	:45-:00	5	0	99	:45-:00	0	0	
HR TOT:	137			HR TOT:	34			HR TOT:	56			HR TOT:	25			HR TOT:	13			HR TOT:	24		

06-07	VOL	OC	SP	07-08	VOL	OC	SP	08-09	VOL	OC	SP	09-10	VOL	OC	SP	10-11	VOL	OC	SP	11-12	VOL	OC	S
:00-:15	11	0	99	:00-:15	7	0	99	:00-:15	23	0	99	:00-:15	3	0	99	:00-:15	16	0	99	:00-:15	40	1	9
:15-:30	5	0	99	:15-:30	7	0	99	:15-:30	21	0	99	:15-:30	3	0	99	:15-:30	23	0	99	:15-:30	33	1	9
:30-:45	9	0	99	:30-:45	16	0	99	:30-:45	24	0	99	:30-:45	9	0	99	:30-:45	21	0	99	:30-:45	51	1	9
:45-:00	10	0	99	:45-:00	13	0	99	:45-:00	11	0	99	:45-:00	10	0	99	:45-:00	30	1	99	:45-:00	46	1	9
HR TOT:	35			HR TOT:	43			HR TOT:	79			HR TOT:	35			HR TOT:	90			HR TOT:	170		

12-13	VOL	OC	SP	13-14	VOL	OC	SP	14-15	VOL	OC	SP	15-16	VOL	OC	SP	16-17	VOL	OC	SP	17-18	VOL	OC	S
:00-:15	52	1	99	:00-:15	58	1	99	:00-:15	131	2	99	:00-:15	229	4	99	:00-:15	230	4	99	:00-:15	211	4	9
:15-:30	54	1	99	:15-:30	51	1	99	:15-:30	232	4	99	:15-:30	211	4	99	:15-:30	217	4	99	:15-:30	182	3	9
:30-:45	55	1	99	:30-:45	70	1	99	:30-:45	191	3	99	:30-:45	217	4	99	:30-:45	216	4	99	:30-:45	156	3	9
:45-:00	52	1	99	:45-:00	56	1	99	:45-:00	204	3	99	:45-:00	243	4	99	:45-:00	178	3	99	:45-:00	174	3	9
HR TOT:	213			HR TOT:	235			HR TOT:	758			HR TOT:	900			HR TOT:	841			HR TOT:	723		

18-19	VOL	OC	SP	19-20	VOL	OC	SP	20-21	VOL	OC	SP	21-22	VOL	OC	SP	22-23	VOL	OC	SP	23-24	VOL	OC	S
:00-:15	171	3	99	:00-:15	167	3	99	:00-:15	172	3	99	:00-:15	253	4	99	:00-:15	74	1	99	:00-:15	34	1	9
:15-:30	169	3	99	:15-:30	161	3	99	:15-:30	169	3	99	:15-:30	155	3	99	:15-:30	70	1	99	:15-:30	49	1	9
:30-:45	181	3	99	:30-:45	165	3	99	:30-:45	180	3	99	:30-:45	134	2	99	:30-:45	48	1	99	:30-:45	30	1	9
:45-:00	146	2	99	:45-:00	149	3	99	:45-:00	176	3	99	:45-:00	88	1	99	:45-:00	43	1	99	:45-:00	16	0	9
HR TOT:	667			HR TOT:	642			HR TOT:	697			HR TOT:	630			HR TOT:	235			HR TOT:	129		

24 HOUR VOLUME TOTAL FOR THIS SENSOR: 7411

SPRINGDALE S.R. 747 Sensor #8 SBRT Sat May 03 00:00:00 1997

00-01	VOL	OC	SP	01-02	VOL	OC	SP	02-03	VOL	OC	SP	03-04	VOL	OC	SP	04-05	VOL	OC	SP	05-06	VOL	OC	S
:00-:15	13	0	0	:00-:15	8	0	0	:00-:15	4	0	0	:00-:15	4	0	0	:00-:15	1	0	0	:00-:15	0	0	
:15-:30	8	0	0	:15-:30	5	0	0	:15-:30	2	0	0	:15-:30	5	0	0	:15-:30	3	0	0	:15-:30	3	0	
:30-:45	8	0	0	:30-:45	7	0	0	:30-:45	4	0	0	:30-:45	1	0	0	:30-:45	1	0	0	:30-:45	4	0	
:45-:00	6	0	0	:45-:00	2	0	0	:45-:00	4	0	0	:45-:00	2	0	0	:45-:00	2	0	0	:45-:00	6	0	
HR TOT:	35			HR TOT:	22			HR TOT:	14			HR TOT:	12			HR TOT:	7			HR TOT:	13		

06-07	VOL	OC	SP	07-08	VOL	OC	SP	08-09	VOL	OC	SP	09-10	VOL	OC	SP	10-11	VOL	OC	SP	11-12	VOL	OC	S
:00-:15	8	0	0	:00-:15	11	0	0	:00-:15	24	0	0	:00-:15	54	0	0	:00-:15	67	0	0	:00-:15	90	0	
:15-:30	12	0	0	:15-:30	14	0	0	:15-:30	46	0	0	:15-:30	58	0	0	:15-:30	84	0	0	:15-:30	94	0	
:30-:45	7	0	0	:30-:45	26	0	0	:30-:45	33	0	0	:30-:45	64	0	0	:30-:45	78	0	0	:30-:45	100	0	
:45-:00	10	0	0	:45-:00	36	0	0	:45-:00	62	0	0	:45-:00	68	0	0	:45-:00	100	0	0	:45-:00	103	0	
HR TOT:	37			HR TOT:	87			HR TOT:	165			HR TOT:	244			HR TOT:	329			HR TOT:	387		

12-13	VOL	OC	SP	13-14	VOL	OC	SP	14-15	VOL	OC	SP	15-16	VOL	OC	SP	16-17	VOL	OC	SP	17-18	VOL	OC	S
:00-:15	86	0	0	:00-:15	73	0	0	:00-:15	88	0	0	:00-:15	107	0	0	:00-:15	88	0	0	:00-:15	76	0	
:15-:30	113	0	0	:15-:30	90	0	0	:15-:30	102	0	0	:15-:30	84	0	0	:15-:30	82	0	0	:15-:30	68	0	
:30-:45	96	0	0	:30-:45	93	0	0	:30-:45	81	0	0	:30-:45	101	0	0	:30-:45	82	0	0	:30-:45	74	0	
:45-:00	88	0	0	:45-:00	105	0	0	:45-:00	87	0	0	:45-:00	96	0	0	:45-:00	90	0	0	:45-:00	75	0	
HR TOT:	383			HR TOT:	361			HR TOT:	358			HR TOT:	388			HR TOT:	342			HR TOT:	293		

18-19	VOL	OC	SP	19-20	VOL	OC	SP	20-21	VOL	OC	SP	21-22	VOL	OC	SP	22-23	VOL	OC	SP	23-24	VOL	OC	S
:00-:15	81	0	0	:00-:15	60	0	0	:00-:15	53	0	0	:00-:15	41	0	0	:00-:15	15	0	0	:00-:15	7	0	
:15-:30	69	0	0	:15-:30	61	0	0	:15-:30	42	0	0	:15-:30	51	0	0	:15-:30	18	0	0	:15-:30	4	0	
:30-:45	83	0	0	:30-:45	53	0	0	:30-:45	46	0	0	:30-:45	29	0	0	:30-:45	15	0	0	:30-:45	12	0	
:45-:00	74	0	0	:45-:00	75	0	0	:45-:00	57	0	0	:45-:00	20	0	0	:45-:00	12	0	0	:45-:00	7	0	
HR TOT:	307			HR TOT:	249			HR TOT:	198			HR TOT:	141			HR TOT:	60			HR TOT:	30		

24 HOUR VOLUME TOTAL FOR THIS SENSOR: 4462

SPRINGDALE S.R. 747 Sensor #9 SB/2L Sat May 03 00:00:00 1997

00-01	VOL	OC	SP	01-02	VOL	OC	SP	02-03	VOL	OC	SP	03-04	VOL	OC	SP	04-05	VOL	OC	SP	05-06	VOL	OC	S
:00-:15	22	0	88	:00-:15	17	0	77	:00-:15	10	0	77	:00-:15	2	0	77	:00-:15	5	0	88	:00-:15	10	0	8
:15-:30	21	0	77	:15-:30	11	0	77	:15-:30	14	0	88	:15-:30	7	0	77	:15-:30	5	0	77	:15-:30	2	0	7
:30-:45	19	0	88	:30-:45	17	0	88	:30-:45	13	0	88	:30-:45	3	0	88	:30-:45	1	0	88	:30-:45	10	0	8
:45-:00	19	0	88	:45-:00	11	0	88	:45-:00	5	0	88	:45-:00	5	0	77	:45-:00	2	0	77	:45-:00	10	0	8
HR TOT:	81			HR TOT:	56			HR TOT:	42			HR TOT:	17			HR TOT:	13			HR TOT:	32		

06-07	VOL	OC	SP	07-08	VOL	OC	SP	08-09	VOL	OC	SP	09-10	VOL	OC	SP	10-11	VOL	OC	SP	11-12	VOL	OC	S
:00-:15	11	0	88	:00-:15	31	0	88	:00-:15	66	1	88	:00-:15	118	2	88	:00-:15	118	2	88	:00-:15	151	2	8
:15-:30	12	0	88	:15-:30	29	0	77	:15-:30	57	1	88	:15-:30	108	2	77	:15-:30	131	2	88	:15-:30	174	2	8
:30-:45	17	0	88	:30-:45	40	1	88	:30-:45	77	1	77	:30-:45	108	1	88	:30-:45	144	2	88	:30-:45	195	3	8
:45-:00	27	0	88	:45-:00	68	1	88	:45-:00	102	1	88	:45-:00	119	2	88	:45-:00	154	2	88	:45-:00	179	2	8
HR TOT:	67			HR TOT:	168			HR TOT:	302			HR TOT:	453			HR TOT:	547			HR TOT:	699		

12-13	VOL	OC	SP	13-14	VOL	OC	SP	14-15	VOL	OC	SP	15-16	VOL	OC	SP	16-17	VOL	OC	SP	17-18	VOL	OC	S
:00-:15	184	2	88	:00-:15	176	2	88	:00-:15	176	2	88	:00-:15	179	2	88	:00-:15	175	2	88	:00-:15	163	2	8
:15-:30	192	2	88	:15-:30	187	2	88	:15-:30	182	2	88	:15-:30	146	2	88	:15-:30	184	2	88	:15-:30	147	2	8
:30-:45	194	2	88	:30-:45	207	3	88	:30-:45	171	2	88	:30-:45	155	2	88	:30-:45	174	2	88	:30-:45	158	2	8
:45-:00	165	2	88	:45-:00	193	2	88	:45-:00	141	2	88	:45-:00	183	2	88	:45-:00	184	2	88	:45-:00	159	2	8
HR TOT:	735			HR TOT:	763			HR TOT:	670			HR TOT:	663			HR TOT:	717			HR TOT:	627		

18-19	VOL	OC	SP	19-20	VOL	OC	SP	20-21	VOL	OC	SP	21-22	VOL	OC	SP	22-23	VOL	OC	SP	23-24	VOL	OC	S
:00-:15	162	2	88	:00-:15	163	2	77	:00-:15	125	2	88	:00-:15	111	1	88	:00-:15	59	1	77	:00-:15	37	0	8
:15-:30	181	2	88	:15-:30	160	2	88	:15-:30	119	2	88	:15-:30	78	1	88	:15-:30	40	1	77	:15-:30	32	0	8
:30-:45	147	2	88	:30-:45	155	2	88	:30-:45	102	2	77	:30-:45	80	1	88	:30-:45	33	0	77	:30-:45	21	0	8
:45-:00	181	2	88	:45-:00	135	2	88	:45-:00	115	1	88	:45-:00	75	1	88	:45-:00	39	1	88	:45-:00	21	0	8
HR TOT:	671			HR TOT:	613			HR TOT:	461			HR TOT:	344			HR TOT:	171			HR TOT:	111		

24 HOUR VOLUME TOTAL FOR THIS SENSOR: 9023

SPRINGDALE S.R. 747 Sensor #10 SBLT/OSL Sat May 03 00:00:00 1997

00-01	VOL	OC	SP	01-02	VOL	OC	SP	02-03	VOL	OC	SP	03-04	VOL	OC	SP	04-05	VOL	OC	SP	05-06	VOL	OC	S
:00-:15	7	0	2	:00-:15	6	0	2	:00-:15	5	0	1	:00-:15	0	0	0	:00-:15	3	0	1	:00-:15	4	0	
:15-:30	13	0	2	:15-:30	5	0	2	:15-:30	0	0	0	:15-:30	0	0	0	:15-:30	2	0	1	:15-:30	2	0	
:30-:45	10	1	1	:30-:45	4	0	2	:30-:45	2	0	1	:30-:45	3	0	1	:30-:45	2	0	2	:30-:45	4	0	
:45-:00	6	0	2	:45-:00	7	1	1	:45-:00	2	0	2	:45-:00	1	0	2	:45-:00	6	0	1	:45-:00	7	1	
HR TOT:	36			HR TOT:	22			HR TOT:	9			HR TOT:	4			HR TOT:	13			HR TOT:	17		

06-07	VOL	OC	SP	07-08	VOL	OC	SP	08-09	VOL	OC	SP	09-10	VOL	OC	SP	10-11	VOL	OC	SP	11-12	VOL	OC	S
:00-:15	8	1	1	:00-:15	22	1	2	:00-:15	21	2	1	:00-:15	54	4	1	:00-:15	67	5	1	:00-:15	130	10	
:15-:30	9	0	2	:15-:30	24	1	2	:15-:30	31	1	2	:15-:30	61	2	2	:15-:30	86	7	1	:15-:30	103	8	
:30-:45	17	1	2	:30-:45	27	1	2	:30-:45	28	1	2	:30-:45	68	3	2	:30-:45	90	7	1	:30-:45	106	8	
:45-:00	15	1	2	:45-:00	21	1	2	:45-:00	51	2	2	:45-:00	75	6	1	:45-:00	95	7	1	:45-:00	120	9	
HR TOT:	49			HR TOT:	94			HR TOT:	131			HR TOT:	258			HR TOT:	338			HR TOT:	459		

12-13	VOL	OC	SP	13-14	VOL	OC	SP	14-15	VOL	OC	SP	15-16	VOL	OC	SP	16-17	VOL	OC	SP	17-18	VOL	OC	S
:00-:15	122	9	1	:00-:15	121	9	1	:00-:15	114	9	1	:00-:15	110	0	0	:00-:15	107	8	1	:00-:15	110	8	
:15-:30	117	9	1	:15-:30	118	9	1	:15-:30	124	9	1	:15-:30	122	9	1	:15-:30	112	8	1	:15-:30	104	8	
:30-:45	110	0	0	:30-:45	130	0	0	:30-:45	114	9	1	:30-:45	117	0	0	:30-:45	118	9	1	:30-:45	99	7	
:45-:00	120	0	0	:45-:00	121	9	1	:45-:00	117	9	1	:45-:00	122	9	1	:45-:00	115	9	1	:45-:00	116	9	
HR TOT:	469			HR TOT:	490			HR TOT:	469			HR TOT:	471			HR TOT:	452			HR TOT:	429		

18-19	VOL	OC	SP	19-20	VOL	OC	SP	20-21	VOL	OC	SP	21-22	VOL	OC	SP	22-23	VOL	OC	SP	23-24	VOL	OC	S
:00-:15	118	9	1	:00-:15	102	0	0	:00-:15	89	7	1	:00-:15	49	4	1	:00-:15	20	1	2	:00-:15	15	1	
:15-:30	124	9	1	:15-:30	127	10	1	:15-:30	87	7	1	:15-:30	50	2	2	:15-:30	16	1	2	:15-:30	12	0	
:30-:45	110	0	0	:30-:45	96	7	1	:30-:45	85	6	1	:30-:45	31	1	2	:30-:45	22	1	2	:30-:45	12	0	
:45-:00	114	9	1	:45-:00	103	8	1	:45-:00	61	2	2	:45-:00	23	2	1	:45-:00	10	0	2	:45-:00	15	1	
HR TOT:	466			HR TOT:	428			HR TOT:	322			HR TOT:	153			HR TOT:	68			HR TOT:	54		

24 HOUR VOLUME TOTAL FOR THIS SENSOR: 5701

SPRINGDALE S.R. 747 Sensor #11 SBLT/ISL Sat May 03 00:00:00 1997

00-01	VOL	OC	SP	01-02	VOL	OC	SP	02-03	VOL	OC	SP	03-04	VOL	OC	SP	04-05	VOL	OC	SP	05-06	VOL	OC	S
:00-:15	2	0	87	:00-:15	0	0	0	:00-:15	0	0	0	:00-:15	0	0	0	:00-:15	1	0	13	:00-:15	0	0	
:15-:30	4	0	23	:15-:30	2	0	28	:15-:30	0	0	0	:15-:30	0	0	0	:15-:30	1	0	33	:15-:30	1	0	2
:30-:45	2	0	47	:30-:45	0	0	0	:30-:45	0	0	0	:30-:45	0	0	0	:30-:45	0	0	0	:30-:45	2	0	3
:45-:00	1	0	23	:45-:00	0	0	0	:45-:00	0	0	0	:45-:00	0	0	0	:45-:00	2	0	27	:45-:00	1	0	9
HR TOT:	9			HR TOT:	2			HR TOT:	0			HR TOT:	0			HR TOT:	4			HR TOT:	4		

06-07	VOL	OC	SP	07-08	VOL	OC	SP	08-09	VOL	OC	SP	09-10	VOL	OC	SP	10-11	VOL	OC	SP	11-12	VOL	OC	S
:00-:15	1	0	41	:00-:15	6	0	27	:00-:15	3	0	35	:00-:15	31	1	30	:00-:15	45	3	19	:00-:15	58	4	2
:15-:30	2	0	32	:15-:30	6	0	39	:15-:30	6	0	37	:15-:30	31	1	32	:15-:30	57	9	8	:15-:30	70	4	2
:30-:45	1	0	41	:30-:45	8	0	32	:30-:45	12	0	35	:30-:45	28	1	30	:30-:45	52	3	25	:30-:45	67	6	1
:45-:00	5	0	30	:45-:00	9	0	26	:45-:00	23	1	32	:45-:00	37	2	29	:45-:00	61	4	21	:45-:00	71	7	1
HR TOT:	9			HR TOT:	29			HR TOT:	44			HR TOT:	127			HR TOT:	215			HR TOT:	266		

12-13	VOL	OC	SP	13-14	VOL	OC	SP	14-15	VOL	OC	SP	15-16	VOL	OC	SP	16-17	VOL	OC	SP	17-18	VOL	OC	S
:00-:15	80	5	21	:00-:15	85	6	19	:00-:15	85	9	12	:00-:15	80	6	18	:00-:15	73	4	21	:00-:15	66	6	1
:15-:30	72	10	9	:15-:30	89	13	9	:15-:30	80	9	12	:15-:30	80	10	10	:15-:30	79	9	11	:15-:30	76	5	2
:30-:45	73	6	15	:30-:45	70	5	17	:30-:45	91	10	12	:30-:45	67	5	17	:30-:45	60	4	18	:30-:45	56	4	1
:45-:00	94	13	9	:45-:00	76	5	18	:45-:00	87	16	7	:45-:00	66	9	9	:45-:00	62	5	16	:45-:00	57	4	1
HR TOT:	319			HR TOT:	320			HR TOT:	343			HR TOT:	293			HR TOT:	274			HR TOT:	255		

18-19	VOL	OC	SP	19-20	VOL	OC	SP	20-21	VOL	OC	SP	21-22	VOL	OC	SP	22-23	VOL	OC	SP	23-24	VOL	OC	S
:00-:15	68	4	22	:00-:15	62	10	8	:00-:15	49	3	24	:00-:15	11	1	23	:00-:15	2	0	28	:00-:15	2	0	3
:15-:30	81	5	19	:15-:30	50	3	24	:15-:30	33	2	27	:15-:30	4	0	41	:15-:30	5	0	29	:15-:30	1	0	2
:30-:45	54	7	10	:30-:45	47	4	14	:30-:45	36	2	23	:30-:45	5	0	25	:30-:45	1	0	32	:30-:45	1	0	4
:45-:00	65	9	9	:45-:00	64	4	19	:45-:00	17	1	26	:45-:00	4	0	32	:45-:00	1	0	23	:45-:00	0	0	
HR TOT:	268			HR TOT:	223			HR TOT:	135			HR TOT:	24			HR TOT:	9			HR TOT:	4		

24 HOUR VOLUME TOTAL FOR THIS SENSOR: 3176

SPRINGDALE S.R. 747 Sensor #12 EBLT/ISL Sat May 03 00:00:00 1997

00-01	VOL	OC	SP	01-02	VOL	OC	SP	02-03	VOL	OC	SP	03-04	VOL	OC	SP	04-05	VOL	OC	SP	05-06	VOL	OC	S
:00-:15	4	0	1	:00-:15	2	0	1	:00-:15	1	0	1	:00-:15	2	0	1	:00-:15	0	0	0	:00-:15	0	0	
:15-:30	3	0	1	:15-:30	4	0	1	:15-:30	0	0	0	:15-:30	0	0	0	:15-:30	0	0	0	:15-:30	0	0	
:30-:45	1	0	2	:30-:45	1	0	1	:30-:45	4	0	1	:30-:45	2	0	1	:30-:45	2	0	1	:30-:45	0	0	
:45-:00	2	0	2	:45-:00	1	0	1	:45-:00	0	0	0	:45-:00	0	0	0	:45-:00	1	0	1	:45-:00	0	0	
HR TOT:	10			HR TOT:	8			HR TOT:	5			HR TOT:	4			HR TOT:	3			HR TOT:	0		

06-07	VOL	OC	SP	07-08	VOL	OC	SP	08-09	VOL	OC	SP	09-10	VOL	OC	SP	10-11	VOL	OC	SP	11-12	VOL	OC	S
:00-:15	3	0	2	:00-:15	3	0	2	:00-:15	10	1	1	:00-:15	18	1	1	:00-:15	35	3	1	:00-:15	44	3	
:15-:30	1	0	1	:15-:30	7	1	1	:15-:30	7	1	1	:15-:30	13	1	1	:15-:30	31	2	1	:15-:30	40	0	
:30-:45	6	0	1	:30-:45	3	0	1	:30-:45	6	0	1	:30-:45	26	2	1	:30-:45	34	3	1	:30-:45	44	0	
:45-:00	5	0	1	:45-:00	4	0	1	:45-:00	13	1	1	:45-:00	19	1	1	:45-:00	36	0	0	:45-:00	52	0	
HR TOT:	15			HR TOT:	17			HR TOT:	36			HR TOT:	76			HR TOT:	136			HR TOT:	180		

12-13	VOL	OC	SP	13-14	VOL	OC	SP	14-15	VOL	OC	SP	15-16	VOL	OC	SP	16-17	VOL	OC	SP	17-18	VOL	OC	S
:00-:15	53	0	0	:00-:15	41	3	1	:00-:15	36	0	0	:00-:15	47	0	0	:00-:15	37	3	1	:00-:15	37	3	
:15-:30	38	3	1	:15-:30	57	0	0	:15-:30	33	0	0	:15-:30	42	3	1	:15-:30	42	3	1	:15-:30	27	2	
:30-:45	42	0	0	:30-:45	43	0	0	:30-:45	36	0	0	:30-:45	31	2	1	:30-:45	44	0	0	:30-:45	35	3	
:45-:00	62	0	0	:45-:00	38	3	1	:45-:00	52	0	0	:45-:00	31	2	1	:45-:00	35	3	1	:45-:00	42	0	
HR TOT:	195			HR TOT:	179			HR TOT:	157			HR TOT:	151			HR TOT:	158			HR TOT:	141		

18-19	VOL	OC	SP	19-20	VOL	OC	SP	20-21	VOL	OC	SP	21-22	VOL	OC	SP	22-23	VOL	OC	SP	23-24	VOL	OC	S
:00-:15	40	0	0	:00-:15	21	2	1	:00-:15	31	0	0	:00-:15	26	2	1	:00-:15	5	0	1	:00-:15	3	0	
:15-:30	18	1	1	:15-:30	33	0	0	:15-:30	25	2	1	:15-:30	10	1	1	:15-:30	5	0	1	:15-:30	6	0	
:30-:45	29	2	1	:30-:45	29	2	1	:30-:45	29	2	1	:30-:45	15	1	1	:30-:45	6	0	1	:30-:45	1	0	
:45-:00	26	2	1	:45-:00	25	2	1	:45-:00	17	1	1	:45-:00	4	0	1	:45-:00	4	0	1	:45-:00	3	0	
HR TOT:	113			HR TOT:	108			HR TOT:	102			HR TOT:	55			HR TOT:	20			HR TOT:	13		

24 HOUR VOLUME TOTAL FOR THIS SENSOR: 1882

SPRINGDALE S.R. 747 Sensor #13 EB/I/OSL Sat May 03 00:00:00 1997

00-01	VOL	OC	SP	01-02	VOL	OC	SP	02-03	VOL	OC	SP	03-04	VOL	OC	SP	04-05	VOL	OC	SP	05-06	VOL	OC	S
:00-:15	2	0	1	:00-:15	1	0	3	:00-:15	2	0	1	:00-:15	1	0	0	:00-:15	2	0	1	:00-:15	1	0	
:15-:30	9	1	1	:15-:30	6	0	1	:15-:30	4	0	1	:15-:30	2	0	1	:15-:30	3	0	1	:15-:30	1	0	
:30-:45	4	0	1	:30-:45	3	0	1	:30-:45	3	0	1	:30-:45	0	0	0	:30-:45	3	0	2	:30-:45	3	0	
:45-:00	5	0	1	:45-:00	0	0	0	:45-:00	2	0	1	:45-:00	0	0	0	:45-:00	1	0	2	:45-:00	2	0	
HR TOT:	20			HR TOT:	10			HR TOT:	11			HR TOT:	3			HR TOT:	9			HR TOT:	7		

06-07	VOL	OC	SP	07-08	VOL	OC	SP	08-09	VOL	OC	SP	09-10	VOL	OC	SP	10-11	VOL	OC	SP	11-12	VOL	OC	S
:00-:15	9	1	1	:00-:15	7	1	1	:00-:15	17	1	1	:00-:15	31	2	1	:00-:15	44	0	0	:00-:15	68	0	
:15-:30	7	0	2	:15-:30	11	1	1	:15-:30	14	1	1	:15-:30	27	2	1	:15-:30	53	0	0	:15-:30	55	0	
:30-:45	8	1	1	:30-:45	9	1	1	:30-:45	23	2	1	:30-:45	45	3	1	:30-:45	48	4	1	:30-:45	61	0	
:45-:00	5	0	1	:45-:00	14	1	1	:45-:00	25	2	1	:45-:00	45	3	1	:45-:00	60	0	0	:45-:00	69	0	
HR TOT:	29			HR TOT:	41			HR TOT:	79			HR TOT:	148			HR TOT:	205			HR TOT:	253		

12-13	VOL	OC	SP	13-14	VOL	OC	SP	14-15	VOL	OC	SP	15-16	VOL	OC	SP	16-17	VOL	OC	SP	17-18	VOL	OC	S
:00-:15	68	0	0	:00-:15	74	0	0	:00-:15	60	0	0	:00-:15	70	0	0	:00-:15	53	0	0	:00-:15	56	0	
:15-:30	54	0	0	:15-:30	70	0	0	:15-:30	59	0	0	:15-:30	64	0	0	:15-:30	65	0	0	:15-:30	58	0	
:30-:45	68	0	0	:30-:45	61	0	0	:30-:45	69	0	0	:30-:45	65	0	0	:30-:45	66	0	0	:30-:45	55	0	
:45-:00	76	0	0	:45-:00	57	0	0	:45-:00	64	0	0	:45-:00	59	0	0	:45-:00	64	0	0	:45-:00	55	0	
HR TOT:	266			HR TOT:	262			HR TOT:	252			HR TOT:	258			HR TOT:	248			HR TOT:	224		

18-19	VOL	OC	SP	19-20	VOL	OC	SP	20-21	VOL	OC	SP	21-22	VOL	OC	SP	22-23	VOL	OC	SP	23-24	VOL	OC	S
:00-:15	69	0	0	:00-:15	48	0	0	:00-:15	45	0	0	:00-:15	52	0	0	:00-:15	13	1	1	:00-:15	11	1	
:15-:30	56	0	0	:15-:30	55	0	0	:15-:30	37	0	0	:15-:30	39	3	1	:15-:30	19	1	1	:15-:30	9	1	
:30-:45	56	0	0	:30-:45	47	0	0	:30-:45	46	0	0	:30-:45	35	0	0	:30-:45	13	1	1	:30-:45	6	0	
:45-:00	54	0	0	:45-:00	51	0	0	:45-:00	36	3	1	:45-:00	28	2	1	:45-:00	11	1	1	:45-:00	3	0	
HR TOT:	235			HR TOT:	198			HR TOT:	164			HR TOT:	154			HR TOT:	56			HR TOT:	29		

24 HOUR VOLUME TOTAL FOR THIS SENSOR: 3161

SPRINGDALE S.R. 747 Sensor #14 EB/2L Sat May 03 00:00:00 1997

00-01	VOL	OC	SP	01-02	VOL	OC	SP	02-03	VOL	OC	SP	03-04	VOL	OC	SP	04-05	VOL	OC	SP	05-06	VOL	OC	S
:00-:15	8	0	6	:00-:15	6	0	6	:00-:15	3	0	6	:00-:15	2	0	5	:00-:15	6	0	6	:00-:15	2	0	
:15-:30	7	0	5	:15-:30	8	0	6	:15-:30	7	0	5	:15-:30	5	0	6	:15-:30	6	0	5	:15-:30	7	0	
:30-:45	4	0	6	:30-:45	8	0	6	:30-:45	2	0	6	:30-:45	2	0	6	:30-:45	6	0	6	:30-:45	7	0	
:45-:00	7	0	6	:45-:00	4	0	5	:45-:00	3	0	5	:45-:00	0	0	0	:45-:00	7	0	7	:45-:00	18	0	
HR TOT:	26			HR TOT:	26			HR TOT:	15			HR TOT:	9			HR TOT:	25			HR TOT:	34		

06-07	VOL	OC	SP	07-08	VOL	OC	SP	08-09	VOL	OC	SP	09-10	VOL	OC	SP	10-11	VOL	OC	SP	11-12	VOL	OC	S
:00-:15	8	0	5	:00-:15	19	0	6	:00-:15	44	1	6	:00-:15	92	1	6	:00-:15	134	2	6	:00-:15	157	2	
:15-:30	17	0	6	:15-:30	34	0	6	:15-:30	44	1	6	:15-:30	95	1	6	:15-:30	161	2	6	:15-:30	208	3	
:30-:45	13	0	6	:30-:45	40	1	6	:30-:45	51	1	5	:30-:45	122	2	6	:30-:45	181	2	6	:30-:45	227	3	
:45-:00	24	0	6	:45-:00	57	1	6	:45-:00	79	1	6	:45-:00	110	1	6	:45-:00	204	3	6	:45-:00	224	3	
HR TOT:	62			HR TOT:	150			HR TOT:	218			HR TOT:	419			HR TOT:	680			HR TOT:	816		

12-13	VOL	OC	SP	13-14	VOL	OC	SP	14-15	VOL	OC	SP	15-16	VOL	OC	SP	16-17	VOL	OC	SP	17-18	VOL	OC	S
:00-:15	185	2	6	:00-:15	257	3	6	:00-:15	197	2	6	:00-:15	206	3	6	:00-:15	242	3	6	:00-:15	205	3	
:15-:30	214	3	6	:15-:30	216	3	6	:15-:30	230	3	6	:15-:30	222	3	6	:15-:30	208	3	6	:15-:30	155	2	
:30-:45	234	3	6	:30-:45	227	3	6	:30-:45	228	3	6	:30-:45	214	3	6	:30-:45	235	3	6	:30-:45	183	2	
:45-:00	227	3	6	:45-:00	217	3	6	:45-:00	228	3	6	:45-:00	237	3	6	:45-:00	195	2	6	:45-:00	189	2	
HR TOT:	860			HR TOT:	917			HR TOT:	883			HR TOT:	879			HR TOT:	880			HR TOT:	732		

18-19	VOL	OC	SP	19-20	VOL	OC	SP	20-21	VOL	OC	SP	21-22	VOL	OC	SP	22-23	VOL	OC	SP	23-24	VOL	OC	S
:00-:15	194	2	6	:00-:15	179	2	6	:00-:15	156	2	6	:00-:15	83	1	6	:00-:15	63	1	6	:00-:15	37	0	
:15-:30	180	2	6	:15-:30	153	2	6	:15-:30	112	1	6	:15-:30	68	1	6	:15-:30	37	0	6	:15-:30	35	0	
:30-:45	183	2	6	:30-:45	171	2	6	:30-:45	125	2	6	:30-:45	101	1	6	:30-:45	42	1	6	:30-:45	23	0	
:45-:00	165	2	6	:45-:00	150	2	6	:45-:00	94	1	6	:45-:00	63	1	6	:45-:00	38	0	6	:45-:00	21	0	
HR TOT:	722			HR TOT:	653			HR TOT:	487			HR TOT:	315			HR TOT:	180			HR TOT:	116		

24 HOUR VOLUME TOTAL FOR THIS SENSOR: 10104

SPRINGDALE S.R. 747 Sensor #15 EBRT Sat May 03 00:00:00 1997

00-01	VOL	OC	SP	01-02	VOL	OC	SP	02-03	VOL	OC	SP	03-04	VOL	OC	SP	04-05	VOL	OC	SP	05-06	VOL	OC	S
:00-:15	5	0	22	:00-:15	2	0	22	:00-:15	2	0	20	:00-:15	1	0	24	:00-:15	0	0	0	:00-:15	1	0	1
:15-:30	6	0	24	:15-:30	3	0	21	:15-:30	1	0	23	:15-:30	0	0	0	:15-:30	0	0	0	:15-:30	2	0	2
:30-:45	7	0	23	:30-:45	2	0	21	:30-:45	1	0	17	:30-:45	0	0	0	:30-:45	0	0	0	:30-:45	0	0	
:45-:00	4	0	23	:45-:00	2	0	21	:45-:00	3	0	24	:45-:00	0	0	0	:45-:00	0	0	0	:45-:00	2	0	2
HR TOT:	22			HR TOT:	9			HR TOT:	7			HR TOT:	1			HR TOT:	0			HR TOT:	5		

06-07	VOL	OC	SP	07-08	VOL	OC	SP	08-09	VOL	OC	SP	09-10	VOL	OC	SP	10-11	VOL	OC	SP	11-12	VOL	OC	S
:00-:15	2	0	21	:00-:15	4	0	23	:00-:15	10	1	22	:00-:15	20	1	21	:00-:15	34	2	21	:00-:15	43	4	1
:15-:30	1	0	25	:15-:30	6	0	25	:15-:30	8	0	22	:15-:30	27	2	21	:15-:30	37	3	17	:15-:30	44	3	1
:30-:45	0	0	0	:30-:45	7	0	19	:30-:45	10	1	23	:30-:45	23	1	23	:30-:45	47	3	18	:30-:45	53	3	2
:45-:00	3	0	23	:45-:00	10	1	23	:45-:00	16	1	23	:45-:00	25	1	23	:45-:00	41	5	11	:45-:00	73	10	
HR TOT:	6			HR TOT:	27			HR TOT:	44			HR TOT:	95			HR TOT:	159			HR TOT:	213		

12-13	VOL	OC	SP	13-14	VOL	OC	SP	14-15	VOL	OC	SP	15-16	VOL	OC	SP	16-17	VOL	OC	SP	17-18	VOL	OC	S
:00-:15	48	3	18	:00-:15	66	8	10	:00-:15	51	4	18	:00-:15	32	2	21	:00-:15	47	5	12	:00-:15	58	11	
:15-:30	46	3	21	:15-:30	55	8	9	:15-:30	35	2	19	:15-:30	49	3	18	:15-:30	42	3	19	:15-:30	49	3	1
:30-:45	45	7	8	:30-:45	47	10	6	:30-:45	45	3	19	:30-:45	47	3	18	:30-:45	49	4	15	:30-:45	37	3	1
:45-:00	55	4	20	:45-:00	63	4	18	:45-:00	44	3	17	:45-:00	44	6	10	:45-:00	42	3	17	:45-:00	34	2	2
HR TOT:	194			HR TOT:	231			HR TOT:	175			HR TOT:	172			HR TOT:	180			HR TOT:	178		

18-19	VOL	OC	SP	19-20	VOL	OC	SP	20-21	VOL	OC	SP	21-22	VOL	OC	SP	22-23	VOL	OC	SP	23-24	VOL	OC	S
:00-:15	38	4	12	:00-:15	40	3	17	:00-:15	31	2	19	:00-:15	21	1	21	:00-:15	10	1	21	:00-:15	2	0	1
:15-:30	45	6	9	:15-:30	28	2	18	:15-:30	30	2	20	:15-:30	17	1	18	:15-:30	11	1	19	:15-:30	5	0	1
:30-:45	46	3	19	:30-:45	44	4	16	:30-:45	31	2	19	:30-:45	21	2	15	:30-:45	11	1	24	:30-:45	4	0	2
:45-:00	33	2	18	:45-:00	34	3	16	:45-:00	25	2	20	:45-:00	16	1	19	:45-:00	13	1	19	:45-:00	2	0	2
HR TOT:	162			HR TOT:	146			HR TOT:	117			HR TOT:	75			HR TOT:	45			HR TOT:	13		

24 HOUR VOLUME TOTAL FOR THIS SENSOR: 2276

PROJECT NUMBER:99001-24
1999 SCIP APPLICATION (ROUND 14)
ACCIDENT REPORTS

LOCATION: Non-Intersection

Type of Accident					Total
Rear-End	Side-Swipe (Passing)	Ran-Off Roadway	Angle	Head-on	Accidents
13	2	1	2	0	18

Injuries: 4
No Injuries: 14

LOCATION: Kemper Road and Tri-Country Parkway

Type of Accident					Total
Rear-End	Side-Swipe (Passing)	Ran-Off Roadway	Angle	Head-on	Accidents
10	3	0	4	1	18

Injuries: 0
No Injuries: 18

LOCATION: Kemper Road and Princeton Pike (S.R. 747)

Type of Accident					Total
Rear-End	Side-Swipe (Passing)	Ran-Off Roadway	Angle	Head-on	Accidents
42	7	0	6	0	55

Injuries: 2
No Injuries: 53

KEMPER ROAD CORRIDOR STUDY
LEVEL OF SERVICE SUMMARY

	Intersection Location	Weekday	
		Midday Peak Hour	PM Peak Hour
Existing Condition Existing Traffic	S.R. 747 / Kemper Road Kemper / Tri-County Pkwy.	D D	D C
Existing condition with short and long-term developments	S.R. 747 / Kemper Road Kemper / Tri-County Pkwy.	Fails Fails	Fails Fails
Proposed condition with short and long-term developments	S.R. 747 / Kemper Road Kemper / Tri-County Pkwy.	D D	E C

EAST KEMPER ROAD

CORRIDOR AND ACCESS MANAGEMENT STUDY

City of Springdale

SEPTEMBER, 1997

PLEASE NOTE , THIS IS ONLY A PORTION OF THE EAST KEMPER ROAD CORRIDOR STUDY. THE FULL REPORT IS A SEPARATE ATTACHMENT.

CDS
engineers
architects
planners
surveyors

Project #97041

EXECUTIVE SUMMARY

The goal of this study is to plan for future viable access to the East Kemper business community, and to provide for the efficient movement of traffic through the corridor. The purpose of this report is to make recommendations for short and long range alternatives to address the myriad large trip generating developments which are planned or anticipated on Kemper Road.

The existing development along the corridor has been mainly commercial/retail, in addition to industrial, warehouse, church and office, with about 4,240,000 square feet of built area. Tri-County Mall, which opened in the early 1960's, has been a catalyst for extensive retail and commercial development on this corridor. Since 1990 alone, there has been about 1,700,000 square feet of additional development including retail, warehouse and office, added to the corridor.

The average daily traffic on East Kemper Road, east of State Route 747, was 18,400 in 1980 based on a count from OKI. There has been an annual increase in traffic volume on East Kemper Road at a rate of about 3%, with the current ADT about 30,000 vehicles.

East Kemper Road is confined in an area where infrastructure options are severely limited by Interstate 275 to the north; the City of Sharonville to the east; the residential community of Glendale and Oak Hill Cemetery to the south; commercial development west of State route 747; and the CSX railroad which bisects the study area between State Route 747 and Chesterdale Road.

New and planned developments are adding to a highway network which is already heavily developed. The demand for commercial space is leading to the redevelopment of low intensity uses to retail.

The options presented in this study recognize that growth will occur and the severe limitations which are present. The infrastructure ideas and cost options are conceptual. Further study is needed to detail specific impacts and costs.

5. Widening Kemper Road to provide additional capacity for future traffic.

Background

The traffic volume on East Kemper Road is currently close to the maximum capacity of the roadway. With the proposed short and long term developments, traffic is expected to increase significantly in the near future. In order for the intersections to operate more efficiently, capacity improvements are necessary for the entire corridor to accommodate increased traffic.

Analysis

The critical intersections on the East Kemper Road corridor currently operate at a Level-of-Service 'D' during the Weekday Noon and P.M., and the Saturday peak hour traffic, based on current traffic. With the traffic generated by both the proposed short term and long term developments, the Level-of-Service at the intersections of State Route 747, Tri-County Parkway, Century Boulevard, and Chesterdale reaches unacceptable limits indicating a need for improvements in capacity at the intersections.

On analyzing the intersections with traffic generated by short term developments, the following capacity improvements are necessary:

A. An additional thru lane is needed in the Eastbound direction from west of State Route 747 to Tri-County Parkway/Sears Dr.
B. An additional left turn lane is needed for traffic turning to southbound S.R. 747 from westbound Kemper Road.
C. In addition to the lanes proposed by the Target development at the intersection of Kemper Road and Century Boulevard, additional turn lanes to serve anticipated development are needed. These include an eastbound left turn lane, a westbound right turn lane , and northbound right turn lane.

Based on the analysis of the intersections with traffic generated by Long term developments, the following roadway improvements are necessary (in addition to the improvements made to accommodate short term traffic) to increase capacity of the corridor:

RECOMMENDATIONS

SHORT TERM

The following improvements to East Kemper Road are recommended to accommodate traffic generated by anticipated short term developments:

1. A connection parallel to Kemper Road between the Copaz Drive and the Best Buy Drive, on the south side of Kemper Road.

Benefits

- Permits access to adjacent property without exiting onto Kemper and then reentering at an adjacent driveway.
- Connection between properties permits cross access now and for possible future redevelopment of the Copaz property.
- Traffic from Best Buy center will have access to signal at Copaz.

Issues

- Proposed driveway is on private property.
- Construction cost for connection of properties
- Copaz is currently an industrial use and will receive minimum benefit from connection.

2. An additional thru lane in the Eastbound direction from west of State Route 747 to extend east and become a right turn only lane at Tri-County Parkway/Sears Drive.

Benefits

- Public road
- Increases eastbound capacity on State Route 747
- increases capacity through the intersection of State Route 747

Issues

- Requires additional right of way
- Construction cost
- Does not provide alternate route for traffic

LEVEL OF SERVICE

CALCULATION SHEET

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4d 09-03-1997

CDS ASSOCIATES, INC.

Streets: (E-W) KEMPER RD. (N-S) S.R. 747

Analyst: SKRI File Name: S1KMSTEX.HC9

Area Type: Other 6-17-97 SAT PK.

Comment: PR. COND. W/(EX.+SHORT TERM TRAFFIC) SAT PK TRAF.W/EBTH, WBLT

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	3	1	2	2	2	1	3	<	2	2	1
Volumes	444	1017	212	493	827	592	241	894	71	907	749	398
PHF or PK15	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Grade		0			0			0			0	
% Heavy Veh	2	2	2	2	2	2	2	2	2	2	2	2
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3	3	3	3	3	4	4		4	4	4
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												0
Prop. Prot.												65

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru		*				Thru			*	
	Right		*				Right			*	
	Peds						Peds			*	
WB	Left	*				SB	Left	*	*		
	Thru		*				Thru		*	*	
	Right		*				Right		*	*	
	Peds						Peds			*	
NB	Right					EB	Right	*			
SB	Right	*				WB	Right	*	*		
Green		19.0A	27.0A			Green		17.0A	9.0A	25.0P	
Yellow/AR		4.0	5.0			Yellow/AR		4.0	5.0	5.0	

Cycle Length: 120 secs Phase combination order: #5 #6 #7 #1 #2

Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	590	3539	0.815	0.167	42.7	E	36.8	D
	T	1350	5588	0.872	0.242	37.9	D		
	R	660	1583	0.338	0.417	18.2	C		
WB	L	590	3539	0.907	0.167	50.0	E	42.8	E
	T	900	3725	1.016	0.242	61.7	F		
	R	1689	3167	0.417	0.533	12.9	B		
NB	L	266	1770	0.957	0.150	65.2	F	44.2	E
	TR	1243	5526	0.899	0.225	39.4	D		
SB	L	944	3539	1.043	0.267	64.6	F	39.5	D
	T	1273	3725	0.650	0.342	24.8	C		
	R	844	1583	0.496	0.533	9.9	B		

Intersection Delay = 40.6 sec/veh Intersection LOS = E

Lost Time/Cycle, L = 12.0 sec Critical v/c(x) = 0.975

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4d 08-22-1997
CDS ASSOCIATES, INC.

Streets: (E-W) KEMPER RD. (N-S) S.R. 747
Analyst: SKRI File Name: STKMSTEX.HC9
Area Type: Other 6-17-97 SAT PK.
Comment: EX. CONDITIONS WITH (EX.+SHORT TERM TRAFFIC) SAT PEAK TRAFFIC

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	2	2	1	1	2	2	1	3 <		2	2	1
Volumes	444	1017	212	493	827	592	241	894	71	907	749	398
PHF or PK15	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Lane W (ft)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
Grade		0			0			0			0	
% Heavy Veh	2	2	2	2	2	2	2	2	2	2	2	2
Parking	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Bus Stops			0			0			0			0
Con. Peds			0			0			0			0
Ped Button	(Y/N)	N		(Y/N)	N		(Y/N)	N		(Y/N)	N	
Arr Type	3	3	3	3	3	3	3	3		3	3	3
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Prop. Share												0
Prop. Prot.												65

Signal Operations

Phase Combination		1	2	3	4			5	6	7	8
EB	Left	*				NB	Left	*			
	Thru			*			Thru			*	
	Right			*			Right			*	
	Peds						Peds			*	
WB	Left	*	*			SB	Left	*	*		
	Thru		*	*			Thru		*	*	
	Right		*	*			Right		*	*	
	Peds						Peds		*	*	
NB	Right					EB	Right	*			
SB	Right	*				WB	Right	*	*		
Green		18.0A	5.0A	21.0A		Green		17.0A	7.0A	24.0P	
Yellow/AR		4.0	5.0	5.0		Yellow/AR		4.0	5.0	5.0	

Cycle Length: 120 secs Phase combination order: #5 #6 #7 #1 #2 #3

Intersection Performance Summary

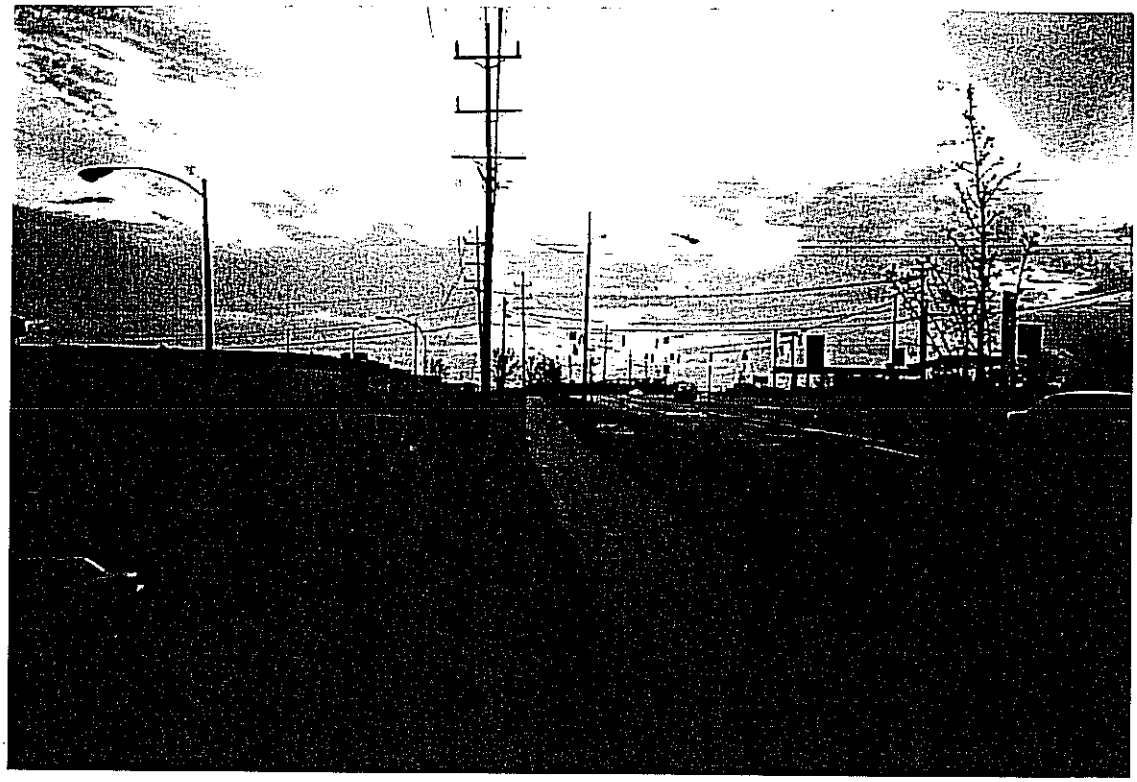
	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	Approach: LOS
EB	L	560	3539	0.858	0.158	40.6	E	*	*
	T	714	3725	1.576	0.192	*	*		
	R	580	1583	0.384	0.367	18.3	C		
WB	L	428	1770	1.213	0.242	*	*	*	*
	T	1024	3725	0.893	0.275	34.2	D		
	R	1742	3167	0.404	0.550	10.2	B		
NB	L	266	1770	0.957	0.150	64.5	F	44.1	E
	TR	1197	5526	0.934	0.217	39.4	D		
SB	L	885	3539	1.112	0.250	*	*	*	*
	T	1180	3725	0.701	0.317	24.6	C		
	R	792	1583	0.529	0.500	13.7	B		

Intersection Delay = * (sec/veh) Intersection LOS = *

(g/C)*(V/c) is greater than one. Calculation of D1 is infeasable.

EAST KEMPER ROAD

EASTBOUND KEMPER ROAD APPROX. 500' WEST OF SR747, LOOKING WEST.
AREA REQUIRING RETAINGING WALL (4'± HEIGHT)
FOR WIDENING OF THE ROADWAY.



WESTBOUND KEMPER ROAD APPROX. 600' WEST OF SR747 LOOKING EAST.
AREA ON NORTHSIDE OF ROADWAY REQUIRING RETAINING WALL
(8'± HEIGHT) FOR WIDENING OF ROADWAY.

EAST KEMPER ROAD

ON KEMPER ROAD LOOKING EAST TOWARDS SR 747.
THIRD EASTBOUND LANE TO BE ADDED IN THIS AREA. CROSS SLOPE ON EASTBOUND PORTION OF KEMPER ROAD IS TO BE REVERSED IN ORDER TO MITIGATE DRIVEWAY/ GRADING PROBLEMS.

ON KEMPER ROAD, IMMEDIATELY WEST OF SR747.
SEVERE RUTTING OF PAVEMENT ON THRU EASTBOUND LANES.

EAST KEMPER ROAD

KEMPER ROAD 300'± WEST OF SR 747 IN EASTBOUND LANES, AREA OF UTILITY REPAIRS. THE SECTION OF KEMPER WAS LAST OVERLAID WITH ASPHALT IN 1985 WITH MICROSYSTEM OVERLAY IN 1994.

KEMPER ROAD JUST WEST OF NORTHLAND BLVD.
CRACK REPAIR WAS PERFORMED IN 1997.

ADDITIONAL SUPPORT INFORMATION

For Program Year 2000 (July 1, 2000 through June 30, 2001), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items may be required by the Support Staff if information does not appear to be accurate.

1) What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, submit a copy of the current State Form BR-86.

Closed _____ Poor __X__ (regarding inadequate traffic capacity)

Fair _____ Good _____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

One of the deficiencies that is being mitigated with the construction of the subject project involves the Level of Service that is projected for future traffic based on short term and long term developments occurring along the corridor. At the time the E. Kemper Road Corridor and Access Management Study was prepared approximately 463,000 SF of short-term development was under construction or plans had been submitted to the City. As of September of 1999 all of these short-term developments have been in some form, constructed or final plan approval has been granted. Regarding long term development, noted as a total of 743,000 SF this number was based on submitted concept plans or concept development by the City based on zoning regulations. Of this total of projected long term development, approximately 530,000 SF of development has had final plan approval, so approximately 70% of the "long term" development has been finalized and will commence construction in less than two years from the date of the study.

The physical deficiencies which will contribute to the failure of the S.R. 747 / Kemper Road and Tri-County Parkway / Kemper Road intersections involve the fact that there are only two lanes for the eastbound traffic and only a single westbound left turn lane.

2) If State Capital Improvement Program funds are awarded, how soon (in weeks or months) after receiving the Project Agreement from OPWC (tentatively set for July 1, 2000) would the project be under contract? The Support Staff will be reviewing status reports of previous projects to help judge the accuracy of a particular jurisdiction's anticipated project schedule.

2 (weeks)/months (Circle one)

Are preliminary plans or engineering completed? (Yes) No

Are detailed construction plans completed? (Yes) No

Are all right-of-way and easements acquired? * Yes (No) N/A

* Please answer the following if applicable:

No. of parcels needed for project: 7 of these, how many are Takes 0, Temporary 0, Permanent 7.

On a separate sheet, explain the status of the ROW acquisition process of this project for any parcels not yet acquired. (See attached)

Are all utility coordinations completed Yes (No) N/A

Give an estimate of time, in weeks or months, to complete any item above not yet completed.

5 months for right-of-way; 3 months for utility

EAST KEMPER ROAD
(LAWNVIEW TO TRI-COUNTY PARKWAY)

RIGHT-OF-WAY NEGOTIATIONS

I. Preliminary contact with property owners May 27, 1998.

II. Follow-up meeting with property owners September 30, 1998.

III. Right-of-way Plans completed December 11, 1998.

IV. Appraisals completed May 1999.

V. Individual meetings with property owners are taking place on a continuing basis (see attached status spreadsheet.

VI. File for remaining right-of-way February 2000.

3) How will the proposed project affect the general health and safety of the service area? (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, commerce, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data.

The addition of one eastbound lane (for a total of 3 eastbound lanes), and the addition of a second westbound left turn lane will increase Level of Service from a failing to an 'E' for the S.R. 747 / Kemper Road intersection. The addition of the right turn only lane will increase the Level of Service from failing to a 'C' for the Tri-County Parkway / Kemper Road intersection. This will allow a faster response time for emergency vehicles.. Fire station is located on S.R. 4, just north of Kemper Road and runs to the Heritage Hill Subdivision (located at southwest corner of Chesterdale and Crescentville Road), usually take Kemper Road, due to traffic backups caused by trains at S.R. 747 and Crescentville.

The accident data on Kemper Road between the intersections of State Route 747 and Tri-County Parkway shows that there is a high number of rear-end collisions occurring on this section of roadway. In a 3-1/2 year period beginning in 1996 up to mid 199, there were 13 rear-end collisions between the two intersections, 10 rear-end collisions took place at the intersection of Tri-County Parkway and Kemper Road and a total of 42 rear-end collisions occurred the intersection of Kemper Road and State Route 747. The large number of this type of accident can be attributed to the long queuing lengths, which cause traffic to stop well beyond the intersection. The proposed intersection and roadway improvements are designed to increase the Level of Service on Kemper Road and at the intersections, and thus reduce the areas of unexpected stopped traffic. With this reduction, the number of rear-end collisions should be similarly reduced.

4) What type of funds and what percent of the project cost are to be utilized for matching funds for this project?

Federal _____ _____% ODOT _____ _____% Local __X__ __50%__ %

MRF __X____ __10__% OWDA _____ _____% CDBG _____ _____%

NOTE: If MRF funds are being used for matching funds, the MRF application must have been filed by August 6, 1999 for this project with the Hamilton County Engineer's Office.

5) Has any formal action by a federal, state, or local government agency resulted in a ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits.) A copy of the approved legislation must be submitted with the application. THE BAN MUST HAVE BEEN CAUSED BY A STRUCTURAL/OPERATIONAL PROBLEM TO BE VALID.

Complete Ban _____ Other Ban _____
(specify)

No Ban ____X____

Will the ban be removed after the project is completed?

Yes _____ No _____

ECONOMIC GROWTH

This project for which this application is being submitted is the first phase of a multi-million dollar plan to improve Kemper Road from the vicinity of McGillard Streets on the west to Chesterdale Road on the east. This first phase will run east from McGillard Street to Tri-County Parkway and will involve the key intersection with S.R. 747.

There are presently 3.2 million square feet of retail space and 2.1 million square feet of Class 'A' office space within a one-mile radius of the S.R. 747 / Kemper Road intersection. When industrial employment is added in, there are over 60,000 people employed within that one-mile radius.

Even though this critical intersection is already overburdened by existing commerce, we are seeing a great deal of interest in major development along Kemper Road, just east of the S.R. 747 intersection. Last month, a new 125,000 SF Target Store opened at 900 E. Kemper Road, employing 180 people. Other major projects planned for this corridor include:

1. A 155,000 SF Costco Wholesale Store at 1100 E. Kemper Road that will employ an additional 250 people,

2. A 152,000 SF Lowe's Home Improvement Center at 505 E. Kemper Road that will employ an additional 200 people, and

3. A new 91,000 SF Class 'A' office building on Century Boulevard that will accommodate approximately 350 new jobs.

Collectively, these proposed businesses make the E. Kemper Road corridor one of the hottest spots for economic growth in Hamilton County. The Target Store and the proposed development mentioned above were, to a great extent, attracted to this corridor because of our announced plans to make roadway improvements which would increase the corridor's capacity. These improvements were outlined in the E. Kemper Road Corridor and Access Management Study, which was prepared in 1997. Consequently, the proposed highway improvements are critical to the acquisition and retention of these businesses representing over 980 new jobs.

6) What is the total number of existing users that will benefit as a result of the proposed project?

ADT = 33,383 x 1.20 = 40,060 users/day

For roads and bridges, multiply current documented Average Daily Traffic by 1.20. For public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4.

7) Has the jurisdiction prioritized PY 2000 applications from one through five? (See attached sheet to list projects).

Yes X No _____

8) Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

East Kemper Road is a segment of the east-west arterial that consists of East and West Kemper Road and connects the following north-south arterials: U.S. 27 (Colerain Avenue), U.S. 127 (Hamilton Avenue), Winton Road, S.R. 4 (Springfield Pike), S.R. 747 (Princeton Pike), U.S. 42, Reed Hartman Highway, and U.S. 22/S.R. 3 (Montgomery Road). In regard to the lane addition as indicated in this application, the most significant impact will be on the portion of Kemper Road between Winton Road and Mosteller Road, which would significantly affect the communities of Forest Park, Greenhills, Sharonville, Springdale, Woodlawn & Springfield Township. The total combined population for these communities is approximately 88,600. Short-term planned development for the corridor consists of approximately 462,545 SF of retail office building. This will result in an increase of trips generated equal to 2,385 additional trips. The retail area in the vicinity of S.R. 747 and Kemper Road is a regional shopping area for customers generally in Hamilton, Butler and Warren Counties.

9) For roadway betterment projects, please provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS Fails / Fails * Proposed LOS 'E' / 'C' *

* S.R. 747 Intersection / Tri-County Parkway intersection

*with proposed additional traffic from developments currently under construction

See Level of Service Summary Sheet for further explanation.

If the proposed LOS is not "C" or better, explain why LOS "C" cannot be achieved. (Attach separate sheets if necessary.)

The amount of turning movements at this intersection is significant, with the proposed improvements, three of the four left turn movements will be double left turns. The addition of lanes beyond what is currently planned will is not feasible at this time.

How will the proposed project alleviate serious traffic problems or hazards?

The addition of one eastbound lane (for a total of 3 eastbound lanes), and the addition of a second westbound left turn lane will increase Level of Service from a failing to an 'E' for the S.R. 747 / Kemper Road intersection. The addition of the right turn only lane will increase the Level of Service from failing to a 'C' for the Tri-County Parkway / Kemper Road intersection. This will allow a faster response time for emergency vehicles. Fire station is located on S.R. 4, just north of Kemper Road and runs to the Heritage Hill Subdivision (located at southwest corner of Chesterdale and Crescentville Road), usually take Kemper Road, due to traffic backups caused by trains at S.R. 747 and Crescentville.

The accident data on Kemper Road between the intersections of State Route 747 and Tri-County Parkway shows that there is a high number of rear-end collisions occurring on this section of roadway. In a 3-1/2 year period beginning in 1996 up to mid 199, there were 13 rear-end collisions between the two intersections, 10 rear-end collisions took place at the intersection of Tri-County Parkway and Kemper Road and a total of 42 rear-end collisions occurred the intersection of Kemper Road and State Route 747. The large number of this type of accident can be attributed to the long queuing lengths, which cause traffic to stop well beyond the intersection. The proposed intersection and roadway improvements are designed to increase the Level of Service on Kemper Road and at the intersections, and thus reduce the areas of unexpected stopped traffic. With this reduction, the number of rear-end collisions should be similarly reduced.

10) Will the proposed project generate user fees or assessments?

Yes _____ No __X__

If yes, what user fees and/or assessments will be utilized?

_____

11) How will the proposed project enhance economic growth? (Please be specific)

See attached sheet _____

_____

_____

_____

_____

12) What fees, levies or taxes pertains to the proposed project? (Note: Item must be related to the type of infrastructure applied for. Example: a road improvement project may not count fees to water customers for points, or vice-versa).

$5.00 Permissive Motor Vehicle License Fee _____

_____

_____

_____

ADDITIONAL SUPPORT INFORMATION

PRIORITY LISTS OF PROJECTS
PROGRAM YEAR 2000
ROUND 14

Name of Jurisdiction: **CITY OF SPRINGDALE**

Please supply the Integrating Committee a listing, in order of priority, of all projects applied for in this round of funding. A maximum of five points may be listed for the purpose of assigning priority.

Priority	Name of Project (as listed on the application)
1	**E. KEMPER ROAD IMPROVEMENTS (Lawnview Avenue to Tri-County Parkway**
2	**E. CRESCENTVILLE ROAD IMPROVEMENTS (S.R. 747 TO I-75)**
3	
4	
5	

SCIP/LTIP PROGRAM
ROUND 14 - PROGRAM YEAR 2000
PROJECT SELECTION CRITERIA
JULY 1, 2000 TO JUNE 30, 2001

NAME OF APPLICANT: Springdale

NAME OF PROJECT: E. Kemper Rd

SCIP	LTIP
FIELD SCORE: 293	FIELD SCORE: 360
APPEAL SCORE:	APPEAL SCORE:
FINAL SCORE:	FINAL SCORE:

NOTE: See the attached "*Addendum To The Rating System*" for definitions, explanations and clarifications to each of the criterion points of this rating system.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

AVERAGE FOR ENTIRE SECTION OF ROADWAY, W/ WORST BEING W/ E.B. CURB LANE WEST OF 747

SCIP 5 X 5 = 25

LTIP 5 X 1 = 5 5

2) How important is the project to the *safety* of the Public and the citizens of the District and/or service area? DETAILED INFORMATION AS TO TYPE & FREQUENCY OF ACCIDENTS, PLUS THE WAY THE IMPROVEMENT WILL ADDRESS THIS

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

SCIP 25 X 1 = 25 50

LTIP 25 X 4 = 100 105

3) How important is the project to the *health* of the Public and the citizens of the District and/or service area?

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
0 - No measurable impact

SCIP 0 X 1 = 0

LTIP 0 X 0 = 0

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

25 - First priority project
20 - Second priority project
15 Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

SCIP 25 X 3 = 75 125

LTIP 25 X 1 = 25 130

125

5) Will the completed project generate user fees or assessments?

10 – No
0 - Yes

SCIP 10 X 5 = 50 175

LTIP 10 X 0 = 0 130

6) Economic Growth – How the completed project will enhance economic growth *(See definitions).*

10 – The project will *directly* secure *significant* new employers
7 - The project will *directly* secure new employers
5 – The project will secure new employers
3 – The project will permit more development
0 – The project will not impact development

SCIP 3 X 0 = 0

LTIP 3 X 4 = 12 172

per Doug growth permitted but no detail for emp. that is designed for their relocat

7) Matching Funds - LOCAL

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

SCIP 10 X 5 = 50 225

LTIP 10 X 1 = 10 152

8) Matching Funds - OTHER

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

SCIP 2 X 2 = 4 229

LTIP 2 X 5 = 10 162

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district? *(See Addendum for definitions)*

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

SCIP 10 X 0 = 0

LTIP 10 X 10 = 100 262

10) Ability to Proceed - If *SCIP/LTIP* funds are granted, when would the construction contract be awarded? *(See Addendum concerning delinquent projects)*

SCIP 5 X 5 = 25 254

LTIP 5 X 5 = 25 287

5 - Will be under contract by December 31, 2000 and no delinquent projects in Rounds 11 & 12

3 - Will be under contract by March 31, 2001 and/or one delinquent project in Rounds 11 & 12

0 - Will not be under contract by March 31, 2001 and/or more than one delinquent project in Rounds 11 & 12

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, number of jurisdictions served, etc. *(See Addendum for definitions)*

10 - Major impact
8 -
6 - Moderate impact
4 -
2 - Minimal or no impact

SCIP 0 X 0 = 0
LTIP 8 X 1 = 8

12) What is the overall economic health of the jurisdiction?

10 Points
8 Points
6 Points
4 Points
2 Points

SCIP 2 X 2 = 4
LTIP ~~2~~ X 0 = 0

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4 wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 – Less than 20% reduction in legal load

SCIP 0 X 2 = 0
LTIP 0 X 2 = 0

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

SCIP 10 X 2 = 20
LTIP 10 X 5 = 50

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide certification of which fees have been enacted.)*

5 - Two or more of the above
3 - One of the above
0 - None of the above

SCIP 3 x 5 = 15
LTIP 3 x 5 = 15

ADDENDUM TO THE RATING SYSTEM

General Statement

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. **The examples listed below are not a complete list, but only a small sampling of situations that may be relevant to a given project.**

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health and safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will *NOT* be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

Criterion 2 – Safety

Definitions:

The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury (e.g. widening existing roadway lanes to standard widths, adding lanes to a roadway or bridge to increase capacity or alleviate congestion, replacing non functioning hydrants, increasing capacity to a water system, etc. (***Documentation required.***)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 3 – Health

Definitions:
The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area (e.g. Improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.)

Note: Examples listed above are not a complete list, but only a small sampling of situations that may be relevant to a given project. Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 4 – Jurisdiction's Priority Listing

The jurisdiction ***shall*** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees for the usage of the facility or its products once the project is completed (example: rates for water or sewer). ***The applying jurisdiction must submit documentation.***

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?
Definitions:
Directly secure significant new employers: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.
Directly secure new employers: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.
Secure new employers: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.
Permit more development: The project is designed to permit additional business development. The applicant must supply details.
The project will not impact development: The project will have no impact on business development.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come directly from outside funding sources.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, describing the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Existing users **x** design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:
Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Criterion 9 – Alleviate Traffic Problems - continued

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The jurisdiction's economic health is predetermined by the District 2 Integrating Committee. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. Appropriate documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall provide documentation to show which fees, levies or taxes is dedicated toward the type of infrastructure being applied for.